

NAComatic

Effective: 23-Sep-2010

Expires: 21-Oct-2010



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| | | | | | |
|--------------|---|-----|-----|---|-----|
| NY Min Alt#2 | - | 5 | MSS | - | 200 |
| NY Min Rdr#2 | - | 9 | MSV | - | 227 |
| NY Min TO#2 | - | 11 | MTP | - | 215 |
| 06N | - | 206 | N03 | - | 76 |
| 0B8 | - | 128 | N23 | - | 452 |
| 0G0 | - | 195 | N66 | - | 370 |
| 0G7 | - | 442 | N69 | - | 463 |
| 1B1 | - | 163 | N82 | - | 525 |
| 20N | - | 188 | N89 | - | 95 |
| 44N | - | 211 | NY0 | - | 183 |
| 46N | - | 401 | OGS | - | 363 |
| 4B0 | - | 458 | OIC | - | 359 |
| 4B6 | - | 477 | OLE | - | 366 |
| 4G6 | - | 159 | PBG | - | 379 |
| 5B2 | - | 432 | PEO | - | 375 |
| 5G0 | - | 193 | POU | - | 389 |
| 6B9 | - | 456 | PTD | - | 386 |
| 7G0 | - | 58 | RME | - | 420 |
| 87N | - | 461 | ROC | - | 403 |
| 9G0 | - | 60 | SCH | - | 436 |
| 9G3 | - | 27 | SDC | - | 522 |
| 9G6 | - | 42 | SLK | - | 427 |
| ALB | - | 30 | SWF | - | 339 |
| ART | - | 480 | SYR | - | 465 |
| B16 | - | 485 | VGC | - | 154 |
| BGM | - | 49 | | | |
| BUF | - | 62 | | | |
| CZG | - | 108 | | | |
| D38 | - | 73 | | | |
| DKK | - | 84 | | | |
| DSV | - | 80 | | | |
| ELM | - | 98 | | | |
| ELZ | - | 488 | | | |
| FOK | - | 493 | | | |
| FRG | - | 112 | | | |
| FZY | - | 144 | | | |
| GFL | - | 148 | | | |
| GTB | - | 130 | | | |
| GVQ | - | 45 | | | |
| HPN | - | 502 | | | |
| HTO | - | 90 | | | |
| HWV | - | 444 | | | |
| IAG | - | 352 | | | |
| ISP | - | 234 | | | |
| ITH | - | 167 | | | |
| JFK | - | 245 | | | |
| JHW | - | 175 | | | |
| LGA | - | 300 | | | |
| LKP | - | 190 | | | |
| MAL | - | 197 | | | |
| MGJ | - | 218 | | | |

| | | | | | | | |
|-------------------------|-------|-----|--------------|-------|-------------------|-------|-----------|
| NY Mins - Alternates #2 | - | 5 | PLATTSBURGH | ..... | PBG | - | 379 |
| NY Mins - Radar #2 | - | 9 | POTSDAM | ..... | PTD | - | 386 |
| NY Mins - Take-Off #2 | - | 11 | POUGHKEEPSIE | ..... | POU | - | 389 |
| AKRON | ..... | 9G3 | - | 27 | RED HOOK | ..... | 46N - 401 |
| ALBANY | ..... | ALB | - | 30 | ROCHESTER | ..... | ROC - 403 |
| ALBION | ..... | 9G6 | - | 42 | ROME | ..... | RME - 420 |
| BATAVIA | ..... | GVQ | - | 45 | SARANAC LAKE | ..... | SLK - 427 |
| BINGHAMTON | ..... | BGM | - | 49 | SARATOGA SPRINGS | .. | 5B2 - 432 |
| BROCKPORT | ..... | 7G0 | - | 58 | SCHENECTADY | ..... | SCH - 436 |
| BUFFALO | ..... | 9G0 | - | 60 | SENECA FALLS | ..... | OG7 - 442 |
| BUFFALO | ..... | BUF | - | 62 | SHIRLEY | ..... | HWV - 444 |
| CANANDAIGUA | ..... | D38 | - | 73 | SIDNEY | ..... | N23 - 452 |
| CORTLAND | ..... | N03 | - | 76 | SKANEATELES | ..... | 6B9 - 456 |
| DANSVILLE | ..... | DSV | - | 80 | SOUTH BETHLEHEM | ... | 4B0 - 458 |
| DUNKIRK | ..... | DKK | - | 84 | SOUTHAMPTON | ..... | 87N - 461 |
| EAST HAMPTON | ..... | HTO | - | 90 | STORMVILLE | ..... | N69 - 463 |
| ELLENVILLE | ..... | N89 | - | 95 | SYRACUSE | ..... | SYR - 465 |
| ELMIRA | ..... | ELM | - | 98 | TICONDEROGA | ..... | 4B6 - 477 |
| ENDICOTT | ..... | CZG | - | 108 | WATERTOWN | ..... | ART - 480 |
| FARMINGDALE | ..... | FRG | - | 112 | WEEDSPORT | ..... | B16 - 485 |
| FISHERS ISLAND | .... | 0B8 | - | 128 | WELLSVILLE | ..... | ELZ - 488 |
| FORT DRUM | ..... | GTB | - | 130 | WESTHAMPTON BEACH | . | FOK - 493 |
| FULTON | ..... | FZY | - | 144 | WHITE PLAINS | ..... | HPN - 502 |
| GLENS FALLS | ..... | GFL | - | 148 | WILLIAMSON-SODUS | .. | SDC - 522 |
| HAMILTON | ..... | VGC | - | 154 | WURTSBORO | ..... | N82 - 525 |
| HORNELL | ..... | 4G6 | - | 159 | | | |
| HUDSON | ..... | 1B1 | - | 163 | | | |
| ITHACA | ..... | ITH | - | 167 | | | |
| JAMESTOWN | ..... | JHW | - | 175 | | | |
| JOHNSTOWN | ..... | NY0 | - | 183 | | | |
| KINGSTON | ..... | 20N | - | 188 | | | |
| LAKE PLACID | ..... | LKP | - | 190 | | | |
| LE ROY | ..... | 5G0 | - | 193 | | | |
| LOCKPORT | ..... | OG0 | - | 195 | | | |
| MALONE | ..... | MAL | - | 197 | | | |
| MASSENA | ..... | MSS | - | 200 | | | |
| MIDDLETOWN | ..... | 06N | - | 206 | | | |
| MILLBROOK | ..... | 44N | - | 211 | | | |
| MONTAUK | ..... | MTP | - | 215 | | | |
| MONTGOMERY | ..... | MGJ | - | 218 | | | |
| MONTICELLO | ..... | MSV | - | 227 | | | |
| NEW YORK | ..... | ISP | - | 234 | | | |
| NEW YORK | ..... | JFK | - | 245 | | | |
| NEW YORK | ..... | LGA | - | 300 | | | |
| NEWBURGH | ..... | SWF | - | 339 | | | |
| NIAGARA FALLS | ..... | IAG | - | 352 | | | |
| NORWICH | ..... | OIC | - | 359 | | | |
| OGDENSBURG | ..... | OGS | - | 363 | | | |
| OLEAN | ..... | OLE | - | 366 | | | |
| ONEONTA | ..... | N66 | - | 370 | | | |
| PENN YAN | ..... | PEO | - | 375 | | | |

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS
ANDOVER, NJ

AEROFLEX-ANDOVER **RNAV (GPS) Rwy 3**
VOR-A

NA when local weather not available.
Category A, 1000-2.

ATLANTIC CITY, NJ

ATLANTIC CITY INTL **ILS or LOC Rwy 13¹**
ILS or LOC/DME Rwy 31¹
RADAR-1²
RNAV (GPS) Rwy 4²
RNAV (GPS) Y Rwy 13²
RNAV (GPS) Rwy 22²
RNAV (GPS) Y Rwy 31²
VOR/DME Rwy 22²
VOR Rwy 4²
VOR Rwy 13²
VOR Rwy 31²

¹ILS, Category E, 700-2½. LOC, Category E, 800-2½.

²Category E, 800-2½.

BINGHAMTON, NY

GREATER BINGHAMTON/
EDWIN A. LINK FIELD **ILS Rwy 16¹**
ILS or LOC Rwy 34^{1,2}
RNAV (GPS) Rwy 16²
RNAV (GPS) Rwy 28²
RNAV (GPS) Rwy 34²
VOR/DME Rwy 28²

¹NA when control tower closed.

²NA when local weather not available.

CALDWELL, NJ

ESSEX COUNTY **LOC Rwy 22¹**
RNAV (GPS) Rwy 22²

Category B, 900-2; Category C, 900-2½;
Category D, 1000-3.

¹NA when control tower closed.

²NA when local weather not available.

NAME ALTERNATE MINIMUMS
CORTLAND, NY

CORTLAND COUNTY-
CHASE FIELD **VOR or GPS-A**
Categories A,B, 1100-2; Categories C,D,
1100-3.

DANSVILLE, NY

DANSVILLE MUNI **RNAV (GPS)-A**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 18

NA when local weather not available.

Category A, 1300-2; Category B, 1500-2;

Category C, 1500-3.

DUNKIRK, NY

CHAUTAUQUA COUNTY/
DUNKIRK **VOR Rwy 6**
VOR Rwy 24

Category D, 900-2½.

ELMIRA, NY

ELMIRA/CORNING RGNL **ILS Rwy 6**
ILS or LOC Rwy 24

NA when control tower closed.

Categories A,B, 1200-2; Categories C,D,
1200-3.

FARMINGDALE, NY

REPUBLIC **ILS or LOC Rwy 14^{1,2}**
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 32

NA when local weather not available.

¹NA when control tower closed.

²ILS, Categories C, D, 700-2.

FULTON, NY

OSWEGO COUNTY **RNAV (GPS) Rwy 24**
VOR Rwy 33

NA when local weather not available.

NE-2

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ALTERNATE MINS

M2

NAME ALTERNATE MINIMUMS
GLENS FALLS, NJ
 FLOYD BENNET
 MEMORIAL ILS or LOC Rwy 1
 RNAV (GPS) Rwy 1¹
 RNAV (GPS) Rwy 19
 NA when local weather not available.
¹Category D, 800-2¼.

ISLIP, NY
 LONG ISLAND
 MAC ARTHUR ILS or LOC Rwy 6¹
 ILS or LOC Rwy 24¹
 NDB Rwy 6¹
 RNAV (GPS) Rwy 6
 RNAV (GPS) Rwy 24
 NA when local weather not available.
¹NA when control tower closed.

ITHACA, NY
 ITHACA
 TOMPKINS RGNL ILS or LOC Rwy 32¹²
 RNAV (GPS) Y Rwy 14³
 RNAV (GPS) Z Rwy 14
 RNAV (GPS) Rwy 32⁴
 VOR Rwy 14³
 VOR Rwy 32⁵
 NA when local weather not available.
¹ILS, Categories A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3. LOC, Category A, 1000-2.
²NA when control tower closed.
³Category D, 800-2¼.
⁴Categories A, B, 1300-2; Categories C, D, 1300-3.
⁵Categories A, B, 1500-2; Categories C, D, 1500-3.

JAMESTOWN, NY
 CHAUTAUQUA COUNTY/
 JAMESTOWN ILS or LOC Rwy 25
 RNAV (GPS) Rwy 7
 RNAV (GPS) Rwy 25
 NA when local weather not available.

MASSENA, NY
 MASSENA INTL-RICHARDS
 FIELD RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 23
 RNAV (GPS) Rwy 27
 Category D, 800-2¼.
 NA when local weather not available.

MILLVILLE, NJ
 MILLVILLE MUNI VOR-A
 NA when local weather not available.

NAME ALTERNATE MINIMUMS
MONTGOMERY, NY
 ORANGE COUNTY ILS or LOC Rwy 3
 RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 8
 RNAV (GPS) Rwy 21
 RNAV (GPS) Rwy 26
 NA when local weather not available.
 Categories A, B, 900-2; Category C, 900-2½;
 Category D, 900-2¾.

MONTICELLO, NY
 SULLIVAN COUNTY
 INTL RNAV (GPS) Rwy 15
 RNAV (GPS) Rwy 33
 NDB Rwy 15
 NA when local weather not available.

MORRISTOWN, NJ
 MORRISTOWN MUNI ILS or LOC Rwy 23¹²
 NDB Rwy 5¹³
 NDB or GPS Rwy 23¹⁴
¹NA when control tower closed.
²ILS, Categories A,B,C, 700-2; Category D, 900-2¾. LOC, Category D, 900-2¾.
³Category D, 900-2¼.
⁴Category D, 900-3.

NEW YORK, NY
 JOHN F.
 KENNEDY INTL ILS or LOC Rwy 22L¹
 ILS Rwy 22R¹
 ILS Rwy 4L¹
 ILS Rwy 4R¹
 ILS or LOC Rwy 13L¹
 ILS or LOC Rwy 31L¹
 ILS or LOC Rwy 31R¹
 VOR or GPS Rwy 13L/R, 1000-3
¹ILS, 700-2.

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ALTERNATE MINS

M3



NAME ALTERNATE MINIMUMS

NEW YORK, NY (CON'T)

LA GUARDIA ILS or LOC Rwy 4¹
 ILS or LOC Rwy 13³
 ILS or LOC Rwy 22²
 LDA-A⁴
 LOC Rwy 31⁴
 RNAV (GPS)-B⁴
 RNAV (GPS) Y Rwy 4⁴
 RNAV (GPS) Rwy 13⁵
 RNAV (GPS) Y Rwy 22⁴
 RNAV (GPS) Rwy 31⁴
 VOR/DME-G⁴
 VOR/DME-H⁴
 VOR-F⁶
 VOR Rwy 4⁴

¹ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.

²ILS, Category D, 700-2½; LOC, Category D, 800-2½.

³ILS, Categories A,B, 800-2; Category C, 800-2½; Category D, 800-2½.

LOC, Category C, 800-2½; Category D, 800-2½.

⁴Category D, 800-2½.

⁵Categories A,B,C,D, 800-2½.

⁶Categories A,B, 1000-2; Categories C,D, 1000-3.

NEWARK, NJ

NEWARK LIBERTY

INTL ILS or LOC Rwy 4L¹
 ILS or LOC Rwy 4R¹
 ILS or LOC Rwy 11¹
 ILS or LOC Rwy 22L¹
 ILS or LOC Rwy 22R¹
 RNAV (GPS) Rwy 4L²
 RNAV (GPS) Y Rwy 4R²
 RNAV (GPS) Rwy 11²
 RNAV (GPS) Z Rwy 22L²
 RNAV (GPS) Rwy 22R²
 VOR/DME Rwy 22L³
 VOR/DME Rwy 22R³
 VOR Rwy 11⁴

¹ILS, Categories A, B, C, 800-2; Category D, 900-3. LOC, Category D, 900-3.

²Category D, 900-3.

³Categories A,B, 900-2; Category C, 900-3; Category D, 1000-3.

⁴Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

NEWBURGH, NY

STEWART INTL ILS or LOC Rwy 9¹
 ILS or LOC Rwy 27¹
 VOR Rwy 27²

¹ILS, Categories C, D, 700-2.

²Category D, 800-2½.

PENN YAN, NY

PENN YAN RNAV (GPS) Rwy 1
 Categories A, B, 900-2; Category C, 900-2½;
 Category D, 900-2½.
 NA when local weather not available.

POUGHKEEPSIE, NY

DUTCHESS COUNTY RNAV (GPS) Rwy 6¹
 RNAV (GPS) Rwy 24²
 VOR-A¹
 VOR/DME Rwy 6¹
 VOR/DME Rwy 24²

NA when local weather not available.

¹Category D, 800-2½.

²Category C, 800-2½; Category D, 800-2½.

ROCHESTER, NY

GREATER ROCHESTER

INTL ILS or LOC Rwy 4¹
 ILS or LOC Rwy 22¹
 ILS or LOC Rwy 28²
 RNAV (GPS) Rwy 4³
 RNAV (GPS) Rwy 23³
 RNAV (GPS) Rwy 28⁴
 VOR Rwy 4³
 VOR/DME Rwy 4³

¹ILS, Category D, 700-2½. LOC, Category D, 800-2½.

²ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

³Category D, 800-2½.

⁴Category C, 800-2½; Category D, 800-2½.

ROME, NY

GRIFFISS INTL ILS or LOC Rwy 33¹²
 RNAV (GPS) Rwy 15³
 RNAV (GPS) Rwy 33³

NA when local weather not available.

¹NA when control tower closed.

²ILS, Categories A, B, 700-2; Category C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

³Category D, 800-2½.

NE-2

ALTERNATE MINS

M3



ALTERNATE MINS

M4

NAME ALTERNATE MINIMUMS

SARANAC LAKE, NY

ADIRONDACK

RGNL VOR/DME Rwy 5¹
VOR or GPS Rwy 9²

¹Category A, 1100-2; Category B, 1200-2;
Categories C,D, 1200-3.

²Categories A,B, 1400-2; Categories C,D,
1400-3.

SCHENECTADY, NY

SCHENECTADY COUNTY ILS Rwy 4¹
NDB Rwy 22

NA when control tower closed.

¹Category D, 700-2.

SHIRLEY, NY

BROOKHAVEN RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Y Rwy 24
RNAV (GPS) Z Rwy 24
RNAV (GPS) Rwy 33
VOR Rwy 6

NA when local weather not available.

SUSSEX, NJ

SUSSEX RNAV (GPS) Rwy 3¹
VOR-A²

NA when local weather not available.

¹Categories A, B, 900-2; Category C, 900-2½.

²Categories A, B, 1400-2; Category C, 1400-3.

SYRACUSE, NY

SYRACUSE HANCOCK

INTL ILS or LOC Rwy 10¹
VOR or TACAN Rwy 33²

¹ILS, Category E, 800-2¼. LOC, Category E,
800-2¼.

²Category E, 800-2¼.

TETERBORO, NJ

TETERBORO ILS or LOC Rwy 6¹
ILS Rwy 19¹
RNAV (GPS) Y Rwy 6³
RNAV (RNP) Z Rwy 6, 800-2¼
VOR/DME-A²
VOR/DME-B²
VOR/DME Rwy 6³
VOR Rwy 24⁴

¹ILS, Categories A,B, 800-2; Category C,
800-2¼; Category D, 900-2¼. LOC, Category
C, 800-2¼; Category D, 900-2¼.

²Categories A,B, 1000-2; Categories C,D,
1000-3.

³Category C, 800-2¼; Category D, 900-2¼.

⁴Categories B,C,D, 1000-3.

NAME ALTERNATE MINIMUMS

TRENTON, NJ

TRENTON MERCER ILS Rwy 6
NDB or GPS Rwy 6
VOR or GPS-A
VOR or GPS Rwy 24

NA when control tower closed.

WATERTOWN, NY

WATERTOWN INTL ILS or LOC Rwy 7¹
RNAV (GPS) Rwy 7²³

¹LOC, NA.

²Category D, 800-2¼.

³NA when local weather not available.

WELLSVILLE, NY

WELLSVILLE MUNI ARPT,

TARANTINE FIELD RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
VOR-A¹

NA when local weather not available.

¹Categories A,B, 1100-2; Categories C,D,
1100-3.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI . ILS or LOC Rwy 24¹
RNAV (GPS) Rwy 24

NA when local weather not available.

¹NA when control tower closed.

WHITE PLAINS, NY

WESTCHESTER

COUNTY ILS or LOC Rwy 16¹²
ILS or LOC Rwy 34²
NDB Rwy 16²³⁴
RNAV (GPS) Y Rwy 16²
RNAV (GPS) Y Rwy 34²
VOR/DME-A³

¹Categories A, B, C, D, 700-2.

²NA when local weather not available.

³NA when control tower closed.

⁴Category D, 800-2¼.

WILDWOOD, NJ

CAPE MAY COUNTY RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 19
VOR-A

NA when local weather not available.

NE-2

23 SEP 2010 to 21 OCT 2010

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RADAR MINS

10154


RADAR INSTRUMENT APPROACH MINIMUMS

ATLANTIC CITY, NJ

Amdt. 15, SEP 25, 2008 (FAA)

ELEV 75

ATLANTIC CITY INTL

RADAR- 124.6 327.125 

| RWY | GS/TCH/RPI | CAT | DA/ | HAT/ | CEIL-VIS | CAT | DA/ | HAT/ | CEIL-VIS |
|----------|------------|-----|---------|------|----------|-----|---------|------|----------|
| | | | MDA-VIS | HAA | | | MDA-VIS | HAA | |
| S-13 | | AB | 480/24 | 405 | (500-½) | C | 480/40 | 405 | (500-¾) |
| | | DE | 480/50 | 405 | (500-1) | | | | |
| S-4 | | AB | 480-1 | 412 | (500-1) | CD | 480-1¼ | 412 | (500-1¼) |
| | | E | 480-1½ | 412 | (500-1½) | | | | |
| S-31 | | AB | 480-1 | 417 | (500-1) | CD | 480-1¼ | 417 | (500-1¼) |
| | | E | 480-1½ | 417 | (500-1½) | | | | |
| S-22 | | AB | 600-1 | 532 | (600-1) | C | 600-1½ | 532 | (600-1½) |
| | | D | 600-1¾ | 532 | (600-1¾) | | | | |
| CIRCLING | | AB | 560-1 | 485 | (500-1) | C | 560-1½ | 485 | (500-1½) |
| | | D | 640-2 | 565 | (600-2) | | | | |

For inoperative MALSR, increase ASR S-13 CAT D visibility to RVR 6000 and Cat E to 1½.

Alternate Minimums: Cat E 800 - 2½.

MCGUIRE AFB (KWRI), NJ (Orig, 10154 USAF)

ELEV 131

RADAR (E) - 120.0 269.025 

| RWY | GS/TCH/RPI | CAT | DH/ | HAT/ | CEIL-VIS |
|-----|-------------------|-------|---------|------|----------|
| | | | MDA-VIS | HAA | |
| PAR | 6 ^{1 3} | ABCDE | 331/24 | 200 | (200-½) |
| | 18 ³ | ABCDE | 323-¾ | 200 | (200-¾) |
| | 36 | ABCDE | 329-¾ | 200 | (200-¾) |
| | 24 ^{2 3} | ABCDE | 378/40 | 262 | (300-¾) |

PAR No-NOTAM MP: 0530-1100Z++ dly. PAR apch avbl dly from 1100-0300Z++ contingent upon PAR ctl avbl and/or deployed status of mobile PAR. Btn 0300-1100Z++, PAR avbl for full stop ldg only when wx is blw TACAN min.

¹When ALS inop, increase CAT RVR to 40 and vis to ¾ mile.

²When ALS inop, increase RVR to 50 and vis to 1 mile.

³Rwy 6, 18, and 24, VGSI and PAR glidepaths not coincident.

NE-2

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10154

N1

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

RADAR INSTRUMENT APPROACH MINIMUMS

WHEELER-SACK AAF (KGTB), NY (Fort Drum) (1-Amdt 1, 2-Orig 09239 USA)RADAR¹ - 128.25 299.85 ▽**ELEV 690**

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATH/ HAA | CEIL-VIS |
|------------------|------------------|--------------|-------|----------------|----------------------|----------|
| RADAR-1 | | | | | | |
| PAR | 3 ²³ | 3.0°/54/1038 | ABCDE | 885-½ | 200 | (200-½) |
| | 21 ²³ | 3.0°/58/1106 | ABCDE | 877-½ | 200 | (200-½) |
| | 33 ⁴ | 3.0°/49/938 | AB | 938-¾ | 250 | (300-¾) |
| | | | CDE | 938-1 | 250 | (300-1) |
| RADAR-2 | | | | | | |
| ASR | 21 ⁵ | | AB | 1020-½ | 343 | (400-½) |
| | | | CDE | 1020-¾ | 343 | (400-¾) |
| | 15 ⁶ | | AB | 1100-½ | 413 | (500-½) |
| | | | CD | 1100-¾ | 413 | (500-¾) |
| | | | E | 1100-1 | 413 | (500-1) |
| | 33 ⁴ | | AB | 1140-1 | 452 | (500-1) |
| | | | C | 1140-1¼ | 452 | (500-1¼) |
| | | | DE | 1140-1½ | 452 | (500-1½) |
| | 3 ⁷ | | AB | 1240-½ | 555 | (600-½) |
| | | | C | 1240-1 | 555 | (600-1) |
| | | | D | 1240-1¼ | 555 | (600-1¼) |
| | | | E | 1240-1½ | 555 | (600-1½) |
| CIR ⁸ | All Rwy | | AB | 1240-1 | 552 | (600-1) |
| | | | C | 1240-1½ | 552 | (600-1½) |
| | | | D | 1240-2 | 552 | (600-2) |
| | | | E | 1520-3 | 832 | (900-3) |

¹Opr 1300-0500Z++. ²When ALS inop, increase CAT ABCDE vis to ¾ mile. ³VGSI and PAR glide path not coincident. ⁴Visibility reduction by helicopters NA. ⁵When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1½ miles. ⁶When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles. ⁷When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¼ miles, CAT E vis to 2 miles. ⁸Circling not authorized E of Rwy 21 and 33. Circling not authorized for CAT E to Rwy 8-26 and Rwy 15-33. Circling not authorized for CAT B, C, and D to Rwy 8.

NE-2

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

| | | | |
|------|-------------------|------|-------------------|
| NAME | TAKE-OFF MINIMUMS | NAME | TAKE-OFF MINIMUMS |
|------|-------------------|------|-------------------|

AKRON, NY

AKRON (9G3)

ORIG 81050 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25**, 300-1.

ALBANY, NY

ALBANY INTL (ALB)

AMDT 11 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1 or std. with a min. climb of 400' per NM to 700. **Rwy 28**, 300-1 or std. with a min. climb of 485' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 110° to 2000 before turning north. **Rwy 19**, climb heading 191° to 1400 before proceeding on course. **Rwy 28**, climb heading 281° to 2000 before turning south.

NOTE: **Rwy 10**, multiple trees beginning 21' from departure end of runway, 53' left of centerline, up to 99' AGL/398' MSL. Multiple trees beginning 74' from departure end of runway, 188' right of centerline, up to 93' AGL/402' MSL. **Rwy 19**, multiple trees beginning 909' from departure end of runway, 638' left of centerline, up to 80' AGL/379' MSL. Multiple trees beginning 1125' from departure end of runway, 460' right of centerline, up to 44' AGL/343' MSL. **Rwy 28**, multiple trees, building, light on pole, and electrical equipment beginning 23' from departure end of runway, 93' right of centerline, up to 87' AGL/416' MSL. Multiple trees, lights on poles, building, and sign beginning 110' from departure end of runway, 7' left of centerline, up to 91' AGL/390' MSL.

ALBION, NY

PINE HILL (9G6)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1000 before proceeding on course.

ANDOVER, NJ

AEROFLEX-ANDOVER (12N)

AMDT 1 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 500-2 or std. with a min. climb of 310' per NM to 900. **Rwy 21**, 600-2 or std. with a min. climb of 256' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1200 before proceeding on course.

Rwy 21, climb runway heading to 1400 before proceeding on course.

NOTE: **Rwy 3**, trees 4800' from departure end of runway, 1050' left of centerline, 100' AGL/803' MSL.

Rwy 21, trees 715' from departure end of runway, 164' right of centerline, 84' AGL/667' MSL.

ATLANTIC CITY, NJ

ATLANTIC CITY INTL (ACY)

ORIG 07074 (FAA)

NOTE: **Rwy 4**, tree 2185' from departure end of runway, 491' left of centerline, 50' AGL/124' MSL. **Rwy 13**, tree 1654' from departure end of runway, 814' right of centerline, 64' AGL/110' MSL. **Rwy 22**, building 530' from departure end of runway, 555' right of centerline, 15' AGL/75' MSL.

BATAVIA, NY

GENESEE COUNTY AIRPORT (GVQ)

ORIG 07214 (FAA)

NOTE: **Rwy 28**, terrain 15' from departure end of runway, 72' left of centerline, 919' MSL. Terrain 19' from departure end of runway, 231' right of centerline, 916' MSL. Multiple trees beginning 608' from departure end of runway, 584' left of centerline, up to 100' AGL/1009' MSL. Tower 1789' from departure end of runway, 704' left of centerline, 100' AGL/1005' MSL.

BELMAR-FARMINGDALE, NJ

MONMOUTH EXECUTIVE (BLM)

AMDT 1 83160 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3,21**, 300-1.

BERLIN, NJ

CAMDEN COUNTY (19N)

AMDT 1 93173 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 600-1½ or std. with a min. climb of 270' per NM to 600.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb to 600 before turning on course.

BINGHAMTON, NY

GREATER BINGHAMTON/EDWIN A. LINK

FIELD (BGM)

ORIG 08157 (FAA)

NOTE: **Rwy 10**, trees beginning 143' from departure end of runway, 259' left of centerline, up to 29' AGL/1759' MSL. **Rwy 16**, trees beginning 162' from departure end of runway, 325' left of centerline, up to 100' AGL/1669' MSL. **Rwy 28**, trees beginning 157' from departure end of runway, 406' left of centerline, up to 52' AGL/1602' MSL. **Rwy 34**, antenna 216' from departure end of runway, 223' right of centerline, 93' AGL/1643' MSL.

BLAIRSTOWN, NJ

BLAIRSTOWN (1N7)

AMDT 1 91150 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1. **Rwy 25**, 400-2 or std. with a min. climb of 260' per NM to 800'.

DEPARTURE PROCEDURE: Eastbound Departure:

Rwy 7, climb runway heading to 800' then continue climb to 3000 direct STW VOR/DME before departing as cleared. **Rwy 25**, climb runway heading to 800' then continue climbing left turn to 3000 via STW R-250 to STW VOR/DME before departing as cleared.

Westbound Departure: **Rwy 7**, climb runway heading to 800' then continue climbing right turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared. **Rwy 25**, climb runway heading to 800, then continue climbing left turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared.

BROCKPORT, NY

LEDGEDALE AIRPARK (7G0)

ORIG 09015 (FAA)

NOTE: **Rwy 10**, trees beginning 882' from departure end of runway, 568' left of centerline up to 100' AGL/764' MSL. **Rwy 28**, tree beginning 1820' from departure end of runway, 769' right of centerline up to 100' AGL/764' MSL. Trees beginning 3049' from departure end of runway, 1253' left of centerline up to 100' AGL/759' MSL.

BUFFALO, NY

BUFFALO AIRFIELD (9G0)

AMDT 1 08325 (FAA)

NOTE: **Rwy 6**, trees beginning 2296' from departure end of runway, 68' left of centerline, up to 100' AGL/770' MSL. Tree 4038' from departure end of runway, 1425' right of centerline, 100' AGL/779' MSL. Trees beginning 3080' from departure end of runway, 219' right of centerline, up to 100' AGL/769' MSL. **Rwy 24**, trees beginning 91' from departure end of runway, 208' right of centerline, up to 100' AGL/780' MSL. Trees beginning 868' from departure end of runway, 112' left of centerline, up to 100' AGL/750' MSL.

BUFFALO NIAGARA INTL (BUF)

AMDT 5 07242 (FAA)

NOTE: **Rwy 5**, tree 648' from departure end of runway, 662' left of centerline, 65' AGL/751' MSL. Trees beginning 697' from departure end of runway, 385' right of centerline, up to 100' AGL/787' MSL. **Rwy 23**, trees, poles, building and pump beginning 6' from departure end of runway, 290' left of centerline, up to 40' AGL/721' MSL. Tree 3317' from departure end of runway, 916' right of centerline, 68' AGL/759' MSL. **Rwy 32**, multiple trees and a bush beginning 141' from departure end of runway, 66' left of centerline, up to 67' AGL/756' MSL. Multiple trees beginning 43' from departure end of runway, 90' right of centerline, up to 66' AGL/752' MSL.

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CALDWELL, NJ

ESSEX COUNTY (CDW)

AMDT 1 82175 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22, 28**, 300-1.

Rwy 10, 900-1.

DEPARTURE PROCEDURE: **Rwys 4, 22, 28**, climb runway heading to 600 before departing as cleared.

CANANDAIGUA, NY

CANANDAIGUA (D38)

ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 230' per NM to 1100.

CORTLAND, NY

CORTLAND COUNTY-CHASE FIELD (N03)

AMDT 2 96144 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 220' per NM to 2000. **Rwy 24**, 400-2 or std. with a min. climb of 330' per NM to 1700.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climb runway heading to 2600 before turning southbound.

CROSS KEYS, NJ

CROSS KEYS (17N)

AMDT 1 09351 (FAA)

NOTE: **Rwy 9**, trees beginning 81' from DER, 76' right of centerline, up to 100' AGL/289' MSL. Trees beginning 1914' from DER, 834' left of centerline, up to 100' AGL/279' MSL. Pole 4369' from DER, 643' left of centerline, 147' AGL/303' MSL. **Rwy 27**, trees beginning 50' from DER, 20' right of centerline, up to 100' AGL/259' MSL. Tree 2099' from DER, 893' left of centerline, 100 AGL/249' MSL.

DANSVILLE, NY

DANSVILLE MUNI (DSV)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, std. w/ min. climb of 482' per NM to 3000, or 2000-3 for climb in visual conditions. **Rwy 18**, std. w/ min. climb of 430' per NM to 2700, or 600-2½ w/ min. climb of 358' per NM to 2700, or 2000-3 for climb in visual conditions. **Rwy 32**, std. w/ min. climb of 399' per NM to 2400, or 700-2½ w/ min. climb of 321' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 36**, std. w/ min. climb of 446' per NM to 2600, or 400-1½ w/ min. climb of 375' per NM to 2600, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 137° to 3000 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 18**, climb heading 178° to 2700 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 32**, climb heading 317° to 2400 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 36**, climb heading 358° to 2600 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course.

DANSVILLE MUNI (CON'T)

NOTE: **Rwy 14**, vehicle on roadway, at DER, 377' left of centerline, 15' AGL/675' MSL. Trees beginning 7725' from DER, 635' left of centerline, up to 50' AGL/1409' MSL. Vehicle on roadway, 174' from DER, 536' right of centerline, 15' AGL/675' MSL. Trees beginning 1.8 NM from DER, 94' right of centerline, 50' AGL/1349' MSL.

Rwy 18, trees beginning 1.8 NM from DER, 908' left of centerline, up to 50' AGL/969' MSL. Trees beginning 4209' from DER, 109' right of centerline, up to 50' AGL/1209' MSL. **Rwy 32**, vehicle on roadway, 41' from DER, 470' left of centerline, 15' AGL/651' MSL. Trees beginning 8840' from DER, 1396' left of centerline, up to 50' AGL/1249' MSL. **Rwy 36**, trees beginning 5437' from DER, 574' right of centerline, up to 50' AGL/1269' MSL.

DUNKIRK, NY

CHAUTAUQUA COUNTY/ DUNKIRK (DKK)

TAKE-OFF MINIMUMS: **Rwy 15**, 400-2 or std. with a min. climb of 230' per NM to 1200.

DEPARTURE PROCEDURE: **Rwys 6, 15**, climb runway heading to 1200, then climbing left turn direct DKK VORTAC before proceeding on course. **Rwys 24, 33**, climb runway heading to 1200, then climbing right turn direct DKK VORTAC before proceeding on course. Southbound aircraft cross DKK VORTAC at or above 2300.

EAST HAMPTON, NY

EAST HAMPTON (HTO)

AMDT 2 99056 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

NOTE: **Rwy 4**, 40' AGL trees 200' from departure end of runway. **Rwy 22**, 42' AGL trees 120' from departure end of runway. **Rwy 16**, 48' AGL trees 130' right of departure end of runway.

ELLENVILLE, NY

JOSEPH Y RESNICK (N89)

ORIG 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 1000-2. **Rwy 22**, 1600-2 or std. with a min. climb of 450' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 4**, climb runway heading to 5000 before proceeding on course. **Rwy 22**, climb on heading 240° to 4000 before proceeding on course.

ELMIRA, NY

ELMIRA/CORNING RGNL (ELM)

TAKE-OFF MINIMUMS: **Rwy 5, 23**, NA-ATC. **Rwy 6**, 600-2½ or std. w/ min. climb of 325' per NM to 1700. **Rwy 10**, std. w/ min. climb of 449' per NM to 1600, or 2000-3 for climb in visual conditions. **Rwy 24**, std. w/ min. climb of 423' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 28**, std. w/ min. climb of 636' per NM to 2100, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 062° to 2400 before proceeding on course. **Rwy 10**, climb heading 101° to 2500 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 24**, climb heading 242° to 2600 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 28**, climb heading 281° to 2400 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course.

NOTE: **Rwy 6**, multiple trees beginning 984' from departure end of runway, 228' left of centerline, up to 34' AGL/1023' MSL. Multiple trees 2.1 NM from departure end of runway, 3938' left of centerline, up to 100' AGL/1499' MSL. Multiple trees beginning 809' from departure end of runway, 102' right of centerline, up to 39' AGL/1028' MSL. **Rwy 10**, poles and multiple trees beginning 551' from departure end of runway, 38' left of centerline, up to 49' AGL/998' MSL. Pole and multiple trees beginning 130' from departure end of runway, 125' right of centerline, up to 63' AGL/1012' MSL. **Rwy 24**, sign and multiple trees beginning 870' from departure end of runway, 528' left of centerline, up to 48' AGL/1006' MSL. **Rwy 28**, multiple trees beginning 1341' from departure end of runway, 289' left of centerline, up to 73' AGL/1012' MSL. Tower and multiple trees beginning 440' from departure end of runway, 472' right of centerline, up to 92' AGL/1031' MSL.

ENDICOTT, NY

TRI-CITIES (CZG)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ min. climb of 515' per NM to 1700 or 700-2 with min. climb of 242 to 2000 or 1600-2½ for climb in visual conditions. **Rwy 21**, std. w/ min. climb of 604' per NM to 2100 or 900-3 with min. climb of 470 to 2200 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 036° to 2000 before proceeding on course or for climb in visual conditions: cross Tri-Cities airport at or above 2300 before proceeding on course. **Rwy 21**, climb heading 216° to 2200 before proceeding on course or for climb in visual conditions: cross Tri-Cities airport at or above 2300 before proceeding on course.

NOTE: **Rwy 3**, tree 1' from DER, 418' left of centerline, 78' AGL/907' MSL. Multiple trees and train on tracks beginning 163' from DER, 56' left of centerline, up to 110' AGL/1469' MSL. Multiple trees and tower beginning 1699' from DER, 259' right of centerline, up to 106' AGL/915' MSL. **Rwy 21**, multiple trees, pole and tower beginning 51' from DER, 63' left of centerline, up to 84' AGL/1473' MSL. Multiple trees beginning 751' from DER, 73' right of centerline, up to 86' AGL/1175' MSL.

FARMINGDALE, NY

REPUBLIC (FRG)

AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 200-1¼ or std. w/ min. climb of 207' per NM to 300, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER. **Rwy 32**, 300-1¼ or std. w/ min. climb of 213' per NM to 400, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient. Take-off must occur no later than 1500' prior to DER. DEPARTURE PROCEDURE: **Rwy 1**, climb heading 013° to 700 before turning left. **Rwy 32**, climb heading 326° to 700 before turning right.

NOTE: **Rwy 1**, fence, elevator, buildings, tanks and trees beginning 3' from DER, 194' left of centerline, up to 69' AGL/144' MSL. Stack, chimneys, antennas, hangars, buildings, poles and trees beginning 144' from DER, 246' right of centerline, up to 80' AGL/155' MSL. Tank 5912' from DER, 1427' left of centerline, 139' AGL/235' MSL. **Rwy 14**, road, pole, and trees beginning 182' from DER, 24' right of centerline, up to 70' AGL/120' MSL. Poles and trees beginning 534' from DER, 97' left of centerline, up to 74' AGL/124' MSL. **Rwy 19**, sign, hangar, poles, and trees beginning 78' from DER, 14' right of centerline, up to 65' AGL/115' MSL. Buildings, poles, and trees beginning 182' from DER, 71' left of centerline, up to 75' AGL/125' MSL. Tower 2454' from DER, 318' right of centerline, 84' AGL/142' MSL. **Rwy 32**, fence, poles, and trees beginning 146' from DER, 23' right of centerline, up to 69' AGL/139' MSL. Traffic signal, poles, antenna, and trees beginning 330' from DER, 124' left of centerline, up to 72' AGL/142' MSL. Tank 1.35 NM from DER, 1122' left of centerline, 107' AGL/297' MSL.

FISHERS ISLAND, NY

ELIZABETH FIELD (0B8)

AMDT 2 98337 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. w/ min. climb of 300' per NM to 300.

NOTE: **Rwy 7**, 15' AGL bunker 25' from departure end of runway, right of centerline.

FULTON, NY

OSWEGO COUNTY (FZY)

AMDT 1 01137 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. w/ min. climb gradient of 270' per NM to 900.

NOTE: **Rwy 6**, hill 1400' from departure end of runway, on centerline 50' AGL/549' MSL. **Rwy 15**, trees 1700' from departure end of runway, on centerline 85' AGL/560' MSL. **Rwy 24**, trees 1350' from departure end of runway, on centerline 60' AGL/517' MSL. **Rwy 33**, road 400' from departure end of runway, on centerline 15' AGL/462' MSL.

GLENS FALLS, NY

FLOYD BENNETT MEMORIAL (GFL)

ORIG-A 81218 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 12, 19, 30**, 300-1.

DEPARTURE PROCEDURE: **Rwys 1, 12, 30**, climbing right turn to 2000 direct GANSE LOM before proceeding on course. **Rwy 19**, Climb to 2000 direct GANSE LOM before proceeding on course.

HAMILTON, NY

HAMILTON MUNI (VGC)

AMDT 2 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 600-3 w/ min. climb of 288' per NM to 2100 or 1300-2½ for climb in visual conditions. **Rwy 35**, 400-1 w/ min. climb of 364' per NM to 2300 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 170° to 2100 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course. **Rwy 35**, climb heading 350° to 2300 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course.

NOTE: **Rwy 17**, multiple trees beginning 37' from departure end of runway, 163' right of centerline, up to 100' AGL/1219' MSL. Railroad 94' from departure end of runway, 217' left of centerline, 23' AGL/1162' MSL. Multiple trees beginning 815' from departure end of runway, 583' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 1861' from departure end of runway, 939' right of centerline, up to 100' AGL/1459' MSL. Multiple trees beginning 1.6 NM from departure end of runway, 3026' left of centerline, up to 100' AGL/1659' MSL. Multiple trees beginning 2.6 NM from departure end of runway, 1078' right of centerline, up to 100' AGL/1679' MSL. **Rwy 35**, railroad 27' from departure end of runway, 464' right of centerline, 23' AGL/1162' MSL. Multiple trees beginning 855' from departure end of runway, 604' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2444' from departure end of runway, 356' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 4371' from departure end of runway, 1630' right of centerline, up to 100' AGL/1439' MSL.

HUDSON, NY

COLUMBIA COUNTY (1B1)

ORIG 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 025° to 1500 before turning. **Rwy 21**, climb heading 190° to 2100 before turning right.

NOTE: **Rwy 3**, vehicles beginning 393' from departure end of runway, 19' left of centerline, up to 17' AGL/226' MSL. Trees beginning 856' from departure end of runway, 587' right of centerline, up to 80' AGL/279' MSL. Trees beginning 3292' from departure end of runway, 574' left of centerline, up to 80' AGL/339' MSL. **Rwy 21**, fence 104' from departure end of runway, 372' left of centerline, up to 44' AGL/203' MSL. Trees beginning 400' from departure end of runway, 41' right of centerline, up to 80' AGL/280' MSL. Trees beginning 563' from departure end of runway, 61' left of centerline, 80' AGL/289' MSL.

ISLIP, NY

LONG ISLAND MACARTHUR (ISP)

AMDT 4 99364 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33R**, 300-1 or std. with a min. climb of 220' per NM to 400.

ITHACA, NY

ITHACA TOMPKINS RGNL (ITH)

AMDT 5 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, Std. w/ min. climb of 350' per NM to 2400 or 1500-3 for climb in visual conditions. **Rwys 15, 33**, NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 14**, Climb heading 145° to 2400 before turning left or for climb in visual conditions cross Ithaca Tompkins Rgnl airport at or above 2400 before proceeding on course. **Rwy 32**, Climb heading 325° to 1600 before proceeding on course.

NOTE: **Rwy 14**, Trees beginning 570' from DER, 525' right of centerline, up to 100' AGL/1187' MSL. Tree 1833' from DER, 768' left of centerline, 60' AGL/1146' MSL. Pole 1953' from DER, 896' right of centerline, 70' AGL/1151' MSL. Trees, towers, and terrain beginning 2.1 NM from DER, 329' right of centerline, up to 100' AGL/1959' MSL. **Rwy 32**, rising terrain 171' from DER, 474' right of centerline, up to 1083' MSL. Trees beginning 1255' from DER, 158' right of centerline, up to 80' AGL/1170' MSL. Trees beginning 2756' from DER, 433' left of centerline, up to 90' AGL/1151' MSL.

HAMMONTON, NJ

HAMMONTON MUNI (N81)

ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 034° to 600 before turning left.

NOTE: **Rwy 21**, trees 1572' from departure end of runway, 526' left of centerline, 100' AGL/163' MSL. Trees 3201' from departure end of runway, 911' right of centerline, 100' AGL/166' MSL.

HORNELL, NY

HORNELL MUNI (4G6)

AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, std. w/ min. climb of 425' per NM to 2200 or 1500-3 for climb in visual conditions. **Rwy 36**, NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 165° to 2700 before proceeding on course or for climb in visual conditions cross Hornell Muni airport at or above 2600 MSL before proceeding on course.

NOTE: **Rwy 18**, trees 1260' from departure end of runway, 79' left of centerline, up to 96' AGL/1256' MSL.

23 SEP 2010 to 21 OCT 2010

**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

10266

JAMESTOWN, NY

CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

NOTE: **Rwy 7**, multiple trees beginning 495' from departure end of runway, 525' left of centerline, up to 30' AGL/1749' MSL. **Rwy 13**, rising terrain beginning 200' from departure end of runway, left and right of centerline, up to 1740' MSL. Multiple trees beginning 228' from departure end of runway, 232' left of centerline, up to 47' AGL/1795' MSL. Vent on building 527' from departure end of runway, 628' right of centerline, 38' AGL/1768' MSL. Vehicles on road, 737' from departure end of runway, 329' right of centerline, 15' AGL/1756' MSL. Vent on building 1003' from departure end of runway, 426' right of centerline, 38' AGL/1768' MSL. Obstacle light on building 1232' from departure end of runway, 309' right of centerline, 38' AGL/1768' MSL. Multiple trees beginning 831' from departure end of runway, 77' right of centerline, up to 90' AGL/1799' MSL. **Rwy 25**, antenna on building 424' from departure end of runway, 262' left of centerline, 14' AGL/1733' MSL. Tree 731' from departure end of runway, 652' left of centerline, 72' AGL/1761' MSL. **Rwy 31**, vehicles on road 0' from departure end of runway, 403' right of centerline, 15' AGL/1734' MSL. Rising terrain beginning abeam departure end of runway, left and right of centerline, up to 1749' MSL. Multiple trees beginning 404' from departure end of runway, 127' right of centerline, up to 62' AGL/1801' MSL. Multiple trees beginning 577' from departure end of runway, 630' left of centerline, up to 44' AGL/1793' MSL. Tree 3695' from departure end of runway, 728' left of departure end of runway, 35' AGL/1834' MSL. Tree 6082' from departure end of runway, 846' left of centerline, 100' AGL/1879' MSL.

JOHNSTOWN, NY

FULTON COUNTY (NYO)

AMDT 2 10266 (FAA)

NOTE: **Rwy 10**, trees beginning 83' from DER, 62' left of centerline, up to 57' AGL/936' MSL. Trees beginning 206' from DER, 178' right of centerline, up to 43' AGL/922' MSL. **Rwy 28**, trees beginning 310' from DER, 48' left of centerline, up to 72' AGL/921' MSL. Trees beginning 23' from DER, 54' right of centerline, up to 73' AGL/892' MSL.

KINGSTON, NY

KINGSTON-ULSTER (20N)

ORIG 96312 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1.
DEPARTURE PROCEDURE: **Rwy 15**, climb to 3000 via PWL R-316 to TRESA INT before proceeding on course. **Rwy 33**, climbing right turn to 3000 on heading 170° and PWL R-316 to TRESA INT before proceeding on course.

LAKE PLACID, NY

LAKE PLACID (LKP)

ORIG 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, NA-obstacles.
Rwy 32, std. with a min. climb of 420' per NM to 4000.
DEPARTURE PROCEDURE: **Rwy 32**, climbing left turn to 5000 via heading 304° to intercept SLK R-180 to SLK VOR/DME before proceeding on course.

LAKEWOOD, NJ

LAKEWOOD (N12)

AMDT 1 99196 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6, 24**, 400-2 or std. with a min. climb of 330' per NM to 600.

LE ROY, NY

LE ROY (5G0)

ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, std. w/ min. climb of 302' per NM to 1400 or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 28**, for climb in visual conditions: Cross Le Roy airport at or above 1800 MSL before proceeding on course.

NOTE: **Rwy 10**, train on railroad tracks and trees beginning 37' from DER, 145' left of centerline, up to 100' AGL/859' MSL. Fence 326' from DER, on centerline, 11' AGL/781' MSL. Trees and vehicles beginning 365' from DER, 60' right of centerline, up to 100' AGL/879' MSL. **Rwy 28**, trees, vehicles, fence, AAO and terrain beginning 50' from DER, 96' left of centerline, up to 200' AGL/1109' MSL. Train on railroad tracks, trees, AAO and terrain beginning 36' from DER, 73' right of centerline, up to 200' AGL/1079' MSL.

LINCOLN PARK, NJ

LINCOLN PARK (N07)

ORIG 81078 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 900-2. **Rwy 19**, 300-1.
DEPARTURE PROCEDURE: **Rwy 1**, climb visually over airport to 1000 before proceeding on course. **Rwy 19**, climb runway heading to 1000 before proceeding on course.

LINDEN, NJ

LINDEN (LDJ)

AMDT 2 99084 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1.

LOCKPORT, NY

NORTH BUFFALO SUBURBAN (0G0)

ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

NOTE: **Rwy 10**, 46' AGL tree 353' from departure end of runway, 75' right of centerline. **Rwy 28**, 60' AGL tree 650' from departure end of runway, 350' right of centerline.

LUMBERTON, NJ

FLYING W (N14)

ORIG 86072 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 300-1.

MALONE, NY

MALONE-DUFORT (MAL)

AMDT 1 99084 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1 or std. with a min. climb of 220' per NM to 1100. **Rwy 23**, 500-1 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 5, 14, 23, 32**, aircraft departing V-282 northbound and V-98 northeastbound climb via heading 050° to 2500 before proceeding on course. All other directions climb to 2000 via heading 300° before proceeding on course.

23 SEP 2010 to 21 OCT 2010



MANVILLE, NJ

CENTRAL JERSEY RGSL (47N)

AMDT 3 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 069° to 800 before turning left.

NOTE: **Rwy 7**, multiple trees and a building beginning 29' from departure end of runway, 1266' left of centerline, up to 92' AGL/132' MSL. Multiple trees and poles beginning 238' from departure end of runway, 74' right of centerline, up to 94' AGL/154' MSL. **Rwy 25**, multiple trees beginning 183' from departure end of runway, 33' right of centerline, up to 93' AGL/173' MSL. Multiple trees beginning 212' from departure end of runway, 181' left of centerline, up to 83' AGL/163' MSL.

MASSENA, NY

MASSENA INTL-RICHARDS FIELD (MSS)

AMDT 8 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 300-2½ or std. with a min. climb of 240' per NM to 800.

NOTE: **Rwy 5**, antenna on building 291' from DER, 267' right of centerline, 9' AGL/238' MSL. Obstruction light on localizer 347' from DER, on centerline, 7' AGL/241' MSL. Trees beginning 551' from DER, 514' left of centerline, up to 75' AGL/324' MSL. Trees beginning 825' from DER, 516' right of centerline, up to 56' AGL/292' MSL. **Rwy 9**, bushes and trees beginning 371' from DER, 142' left of centerline, up to 64' AGL/303' MSL. Trees beginning 784' from DER, 51' right of centerline, up to 73' AGL/312' MSL. **Rwy 23**, trees, buildings, and poles beginning 1002' from DER, 249' left of centerline, up to 76' AGL/257' MSL. Trees beginning 2233' from DER, 878' right of centerline, up to 60' AGL/277' MSL. Light on tower 2.1 NM from DER, 2453' right of centerline, 388' AGL/596' MSL. **Rwy 27**, trees beginning 341' from DER, 341' left of centerline, up to 81' AGL/292' MSL. Trees beginning 499' from DER, 289' right of centerline, up to 100' AGL/329' MSL.

MC GUIRE AFB (KWRI)

WRIGHTSTOWN, NJ ORIG, 09043

TAKE-OFF OBSTACLES: **Rwy 6**, Trees 1395' from DER, 853' right of centerline, 178' MSL. Trees 1863' from DER, 426' right of centerline, 155' MSL. Trees 1935' from DER, 885' right of centerline, 186' MSL. Trees 2405' from DER, 448' right of centerline, 168' MSL. Trees 2663' from DER, 1186' left of centerline, 169' MSL. Trees 2800' to 3400' from DER, 50' to 850' right of centerline, 179' MSL. Trees 3287' from DER, 341' left of centerline, 189' MSL. Trees 3400' to 3900' from DER, 700' to 1200' right of centerline, 188' MSL. **Rwy 24**, Trees 1980' from DER, 980' left of centerline, 199' MSL.

MIDDLETOWN, NY

RANDALL (06N)

AMDT 2 00279 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26**, 700-2 or std. with a min. climb of 260' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 26**, climb runway heading to 2400 before proceeding on course.

MILLBROOK, NY

SKY ACRES (44N)

AMDT 1 98337 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 900-1 or std. with a min. climb of 390' per NM to 1700. **Rwy 35**, 300-1 or std. with a min. climb of 250' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1700, then climbing right turn to intercept IGN R-147, to IGN VOR/DME. Cross IGN VOR/DME at or above 3000. **Rwy 35**, climb runway heading to 1300, then climbing left turn to intercept IGN R-009 to IGN VOR/DME. Cross IGN VOR/DME at or above 3000.

MILLVILLE, NJ

MILLVILLE MUNI (MIV)

AMDT 2 06159 (FAA)

NOTE: **Rwy 10**, multiple trees beginning 14' from departure end of runway, 498' right of centerline, up to 49' AGL/134' MSL. **Rwy 14**, multiple trees beginning 20' from departure end of runway, 167' left and 139' right of centerline, up to 72' AGL/154' MSL. **Rwy 28**, multiple trees beginning 28' from departure end of runway, 144' left and 167' right of centerline, up to 80' AGL/154' MSL. **Rwy 32**, multiple trees beginning 34' from departure end of runway, 341' left and 273' right of centerline, up to 71' AGL/152' MSL.

MONTAUK, NY

MONTAUK (MTP)

AMDT 2 98281 (FAA)

DEPARTURE PROCEDURE: **Rwy 24**, climbing right turn to 3000 direct GON VOR/DME before proceeding on course.

NOTES: **Rwy 6**, 37' dune 200' from departure end of runway. **Rwy 24**, 35' powerline 40' from departure end of runway.

MONTGOMERY, NY

ORANGE COUNTY (MGJ)

AMDT 2 00279 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 500-2 or std. with a min. climb of 440' per NM to 900. **Rwy 8**, 300-1 or std. with a min. climb of 230' per NM to 600. **Rwy 21**, 500-1 or std. with a min. climb of 210' per NM to 800. **Rwy 26**, 400-1 or std. with a min. climb of 270' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 2100 before proceeding on course. **Rwys 8, 21, 26**, climb runway heading to 1000 before proceeding on course.

MONTICELLO, NY

SULLIVAN COUNTY INTL (MSV)

DEPARTURE PROCEDURE: **Rwy 33**, climb straight ahead to 2500 before departing on course.

MORRISTOWN, NJ

MORRISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 23**, 400-2 or std. with a min. climb of 365' per NM to 700. **Rwy 31**, 500-2 or std. with a min. climb of 390' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 13, 23, 31**, use MORRISTOWN DEPARTURE.

NOTE: **Rwy 5**, cross departure end of runway at or above 25' AGL/209' MSL. **Rwy 13, 73** AGL tree, 1100' from departure end of runway, 600' right of centerline. Cross departure end of runway at or above 35' AGL/217' MSL. **Rwy 23**, 60' AGL tree, 500' from departure end of runway, 400' right of centerline. Cross departure end of runway at or above 35' AGL/218' MSL. **Rwy 31**, 50' AGL trees, 1500' from departure end of runway, 700' right of centerline. Cross departure end of runway at or above 35' AGL/222' MSL.

MOUNT HOLLY, NJ

SOUTH JERSEY RGNL (VAY)

ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26**, 300-2½ or std. w/ min. climb of 205' per NM to 500. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to DER.

NOTE: **Rwy 8**, trees beginning 15' from DER, 32' right of centerline, up to 100' AGL/179' MSL. Trees beginning 631' from DER, 339' left of centerline, up to 100' AGL/159' MSL. **Rwy 26**, building 522' from DER, 604' right of centerline, 30' AGL/89' MSL. Building 540' from DER, 546' left of centerline, 30' AGL/89' MSL. Vehicle on road 650' from DER, on centerline, 17' AGL/67' MSL. Trees beginning 1599' from DER, 5' right of centerline, up to 100' AGL/179' MSL. Trees beginning 418' from DER, 408' left of centerline, up to 100' AGL/179' MSL. Tower 1.9 NM from DER, 1712' right of centerline, 179' AGL/348' MSL.

NEW YORK, NY

JOHN F. KENNEDY INTL (JFK)

AMDT 7 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13R**, 300-1½ or std. with a min. climb of 250' per NM to 300. **Rwy 31L**, standard with a min. climb of 210' per NM to 2000.

NOTE: **Rwy 4L**, taxiing aircraft 691' from departure end of runway, 390' left of centerline, 64' AGL/77' MSL. Tree 1824' from departure end of runway, 180' right of centerline, 63' AGL/79' MSL. Tree 1847' from departure end of runway, 88' left of centerline, 54' AGL/67' MSL. Multiple obstruction lights on fence beginning 249' from departure end of runway, 316' left of centerline, 10' AGL/22' MSL. **Rwy 4R**, multiple trees beginning 1294' from departure end of runway, 687' left of centerline, up to 63' AGL/76' MSL. Tree 524' from departure end of runway, 613' right of centerline, 20' AGL/33' MSL. **Rwy 13L**, electrical equipment 106' from departure end of runway, 416' left of centerline, 10' AGL/17' MSL. Obstruction light on glideslope antenna 1046' from departure end of runway, 141' left of centerline, 27' AGL/40' MSL. **Rwy 13R**, obstruction light on tank 1.12 NM from departure end of runway, 2116' right of centerline, 215' AGL/227' MSL. Obstruction light on fence 98' from departure end of runway, 6' right of centerline, 10' AGL/24' MSL. Tower 4690' from departure end of runway, 1386' right of centerline, 127' AGL/140' MSL. **Rwy 31L**, tree 2076' from departure end of runway, 436' left of centerline, 79' AGL/91' MSL. Bush 257' from departure end of runway, 530' left of centerline, 13' AGL/25' MSL. **Rwy 31R**, tree 752' from departure end of runway, 654' left of centerline, 39' AGL/52' MSL. Tree 561' from departure end of runway, 646' right of centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from departure end of runway, 336' left of centerline, up to 44' AGL/67' MSL. Vehicle on road 281' from departure end of runway, 501' left of centerline, 15' AGL/26' MSL. Multiple obstruction lights on poles and fence beginning 365' from departure end of runway, 15' left of centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from departure end of runway, 359' right of centerline, 28' AGL/31' MSL. Approach light 190' from departure end of runway, 8' right of centerline, 5' AGL/18' MSL. Fence 410' from departure end of runway, 352' right of centerline, 10' AGL/23' MSL.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

NEW YORK, NY (CON'T)

LA GUARDIA (LGA)

AMDT 8 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2½ or std. with a min. climb of 230' per NM to 600. **Rwy 13**, 400-2½ or std. with a min. climb of 280' per NM to 500. **Rwy 22**, 300-2½ or std. w/ min. climb of 210' per NM to 400.

Rwy 31, 300-1½ or std. with a min. climb of 260' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 044° to 800 before proceeding westbound. **Rwy 13**, climb heading 134° to 700 before proceeding westbound. **Rwy 22**, climb heading 224° to 2100 before proceeding westbound. **Rwy 31**, climb heading 314° to 1400 before proceeding westbound.

NOTE: **Rwy 4**, bridge 2.1 NM from departure end of runway, 3754' right of centerline, 345' AGL/384' MSL. Bush and terrain beginning 99' from departure end of runway, 114' left of centerline, up to 16' AGL/33' MSL. **Rwy 13**, multiple buildings beginning 1.9 NM from departure end of runway, 741' right of centerline, up to 280' AGL/345' MSL. Multiple buildings, stacks, bush, and fence lights beginning 98' from departure end of runway, 168' left of centerline, up to 211' AGL/271' MSL. Localizer 392' from departure end of runway, on centerline, 10' AGL/19' MSL. **Rwy 22**, multiple trees, buildings, and blast fence beginning 109' from departure end of runway, 138' right of centerline, up to 222' AGL/302' MSL. Multiple trees and buildings beginning 165' from departure end of runway, 150' left of centerline, up to 72' AGL/102' MSL. **Rwy 31**, stack 1.3 NM from departure end of runway, left of centerline, 250' AGL/268' MSL.

NEWARK, NJ

NEWARK LIBERTY INTL (EWR)

AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L**, std. w/ min. climb of 383' per NM to 2500. **Rwy 4R**, std. w/ min. climb of 375' per NM to 2500. **Rwy 11**, std. w/ min. climb of 361' per NM to 2500. **Rwy 22L**, std. w/ min. climb of 337' per NM to 2500. **Rwy 22R**, std. w/ min. climb of 331' per NM to 2500. **Rwy 29**, 400-2 or std. w/ min. climb of 444' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 4R**, climb heading 039° to 500 before turning right. **Rwy 22L**, climb heading 219° to 500 before turning left. **Rwy 29**, climb heading 288° to 800 before turning Eastbound.

NOTE: **Rwy 4L**, tower, light, and multiple trees beginning 211' from DER, 198' left of centerline, up to 70' AGL/89' MSL. DME antenna and pole beginning 881' from DER, 418' right of centerline, up to 121' AGL/131' MSL. **Rwy 4R**, DME antenna, tree, and multiple towers beginning 530' from DER, 477' left of centerline, up to 61' AGL/82' MSL. Tower, sign, tree, multiple buildings and poles beginning 1134' from DER, 153' right of centerline, up to 121' AGL/131' MSL. **Rwy 11**, pole, tree, and multiple signs beginning 6' from DER, 158' right of centerline, up to 31' AGL/50' MSL. Sign, tree, road, fence, building, and multiple poles beginning 82' from DER, 2' left of centerline, up to 49' AGL/68' MSL. **Rwy 22L**, pole 8' from DER, 261' left of centerline, 7' AGL/16' MSL. **Rwy 22R**, light and multiple trees beginning 1829' from DER, 307' right of centerline, up to 55' AGL/69' MSL. Building 1.4 NM from DER, 1872' left of centerline, 200' AGL/227' MSL. **Rwy 29**, multiple poles, trees, signs and buildings beginning 209' from DER, 242' left of centerline, up to 110' AGL/120' MSL. Tree multiple signs and poles beginning 689' from DER, 66' right of centerline, up to 273' AGL/358' MSL. Building 6029' from DER, 1624' right of centerline, 273' AGL/357' MSL. Building 1.5 NM from DER, 2071' right of centerline, 202' AGL/328' MSL.

NEWBURGH, NY

STEWART INTL (SWF)

AMDT 5 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/min. climb of 255' per NM to 2000 or 1500-2½ for climb in visual conditions. **Rwy 27**, 300-1 or std. w/min. of 366' per NM to 800. **Rwy 34**, 300-1½ or std. w/min. climb of 503' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 092° to 2100 before turning south. **Rwy 16**, climb heading 163° to 2000 before proceeding on course or for climb in visual conditions cross Stewart Intl airport at or above 1800 before proceeding on course. **Rwy 27**, climb heading 272° to 1200 before turning south.

NOTE: **Rwy 9**, trees beginning 730' from departure end of runway, 23' left of centerline, up to 66' AGL/566' MSL. Bush 172' from departure end of runway, 193' left of centerline, up to 43' AGL/483' MSL. **Rwy 16**, trees 785' from departure end of runway, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from departure end of runway, 563' right of centerline, up to 112' AGL/492' MSL. **Rwy 27**, trees beginning 685' from departure end of runway, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from departure end of runway, 528' left of centerline, 19' AGL/529' MSL. Middle marker 701' from departure end of runway, on runway centerline, 5' AGL/515' MSL. **Rwy 34**, trees beginning 608' from departure end of runway, 21' left of centerline, up to 91' AGL/611' MSL. Terrain and trees beginning 77' from departure end of runway, 71' right of centerline, up to 92' AGL/612' MSL.

NIAGARA FALLS, NY

NIAGARA FALLS INTL (IAG)

TAKE-OFF MINIMUMS: **Rwys 10L, 10R, 24**, 300-1 or std. with a min. climb of 300' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 060° to 1200 before proceeding on course. **Rwys 10L, 10R, 24** climb runway heading to 1700 before proceeding on course. **Rwys 28L, 28R**, climb heading 280° to 1200 before proceeding on course.

NOTE: **Rwy 6**, tree 1737' from departure end of runway, 308' left of centerline, 60' AGL/647' MSL. **Rwy 28L**, trees beginning 1668' from departure end of runway, 244' right of centerline, up to 74' AGL/654' MSL. Trees beginning 1337' from departure end of runway, 62' left of centerline, up to 63' AGL/646' MSL. Bush 625' from departure end of runway, 172' right of centerline, 26' AGL/611' MSL. **Rwy 28R**, trees beginning 866' from departure end of runway, 105' right of centerline, up to 100' AGL/690' MSL. Trees beginning 837' from departure end of runway, 321' left of centerline, up to 87' AGL/667' MSL.

NORWICH, NY

LT. WARREN EATON (OIC)

AMDT 2 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 700-2 or std. with a min. climb of 400' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 2500 before proceeding on course.

OGDENSBURG, NY

OGDENSBURG INTL (OGS)

AMDT 1 09351 (FAA)

NOTE: **Rwy 9**, bushes beginning 72' from DER, 321' right of centerline, up to 18' AGL/317' MSL. Trees beginning 780' from DER, 254' right of centerline, up to 72' AGL/376' MSL. Trees beginning 1177' from DER, 59' left of centerline, up to 59' AGL/383' MSL. **Rwy 27**, sign 6' from DER, 394' left of centerline, 4' AGL/288' MSL. Terrain 55' from DER, 313' right of centerline, 288' MSL. Obstruction light pole 376' from DER, 370' left of centerline, 22' AGL/311' MSL. Hanger 504' from DER, 545' left of centerline, 28' AGL/317' MSL. Antenna on hanger 510' from DER, 489' left of centerline, 37' AGL/326' MSL. Obstruction light on airport beacon 584' from DER, 474' left of centerline, 40' AGL/329' MSL. Trees beginning 896' from DER, 251' left of centerline, up to 52' AGL/353' MSL. Trees beginning 997' from DER, 252' right of centerline, up to 52' AGL/371' MSL.

OLD BRIDGE, NJ

OLD BRIDGE (3N6)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-2½ or std. w/min. climb of 223' per NM to 400.

NOTE: **Rwy 6**, trees beginning 49' from DER, 4' left and right of centerline, up to 100' AGL/199' MSL. **Rwy 24**, trees beginning 47' from DER, 46' left and right of centerline, up to 100' AGL/299' MSL.

OLEAN, NY

CATTARAUGUS COUNTY-OLEAN (OLE)

AMDT 2 97198 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1 or std. with a min. climb of 340' per NM until passing 2500. **Rwy 34**, 300-1 or std. with a min. climb of 300' per NM until passing 2500.

ONEONTA, NY

ONEONTA MUNI (N66)

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 300-1.

PEDRICKTOWN, NJ

SPITFIRE AERODROME (7N7)

ORIG 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, NA-obstacles.

PENN YAN, NY

PENN YAN (PEO)

AMDT 3 98253 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 500-2 or std. with a min. climb of 230' per NM to 1700. **Rwy 19**, 600-2 or std. with a min. climb of 230' per NM to 1700. **Rwy 28**, 600-2, or std. with a min. climb of 320' per NM to 1700.

NOTE: **Rwy 10**, 40' AGL trees at departure end of runway, 96' right of centerline.

PITTSBURY, NJ

ALEXANDRIA (N85)

AMDT 1 92175 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with 400' per NM to 900. **Rwy 13**, 300-1 or std. with 460' per NM to 700. **Rwy 31**, 600-1 or std. with 340' per NM to 1200.

SKY MANOR (N40)

AMDT 1 88322 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1.

PLATTSBURGH, NY

PLATTSBURGH INTL (PBG)

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 172° to 2500 before turning on course. **Rwy 35**, climb heading 352° to 2800 before turning on course.

NOTE: **Rwy 17**, tree 1844' from departure end of runway, 966' right of centerline, 87' AGL/237' MSL. Tree 2289' from departure end of runway, 937' left of centerline, 75' AGL/222' MSL. **Rwy 35**, numerous trees beginning 1602' from departure end of runway, 501' left of centerline, up to 63' AGL/293' MSL. Tree, 2270' from departure end of runway, 944' left of centerline, 104' AGL/334' MSL. Tree 2035' from departure end of runway, 1014' right of centerline, 107' AGL/307' MSL.

POTSDAM, NY

POTSDAM MUNI/DAMON FLD (PTD)

ORIG 09295 (FAA)

NOTE: **Rwy 6**, trees beginning 229' from DER, 122' right of centerline, up to 100' AGL/569' MSL. Trees beginning 926' from DER, 322' left of centerline, up to 100' AGL/579' MSL. **Rwy 24**, trees beginning 776' from DER, 370' right of centerline, up to 100' AGL/559' MSL. Building 549' from DER, 395' left of centerline, 40' AGL/509' MSL. Tree 846' from DER, 471' left of centerline, 100' AGL/559' MSL.

POUGHKEEPSIE, NY

DUTCHESS COUNTY (POU)

AMDT 1 81050 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 500-1. **Rwys 15, 33**, 400-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb direct IGN VOR/DME, then via IGN R-070 to 2000 before proceeding on course. **Rwy 15**, climb to 600 then climbing left turn to 1000 direct IGN VOR/DME before proceeding on course. **Rwy 24**, climb to 2000 via IGN R-250 before proceeding on course. **Rwy 33**, climb to 600 then climbing right turn to 1000 direct IGN VOR/DME before proceeding on course.

PRINCETON (ROCKY HILL), NJ

PRINCETON (39N)

AMDT 2 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. with a min. climb of 340' per NM to 600.

NOTE: **Rwy 10**, multiple terrain beginning 61' from departure end of runway, 7' left of centerline, 0' AGL/168' MSL. Tank 1462' from departure end of runway, 699' left of centerline, 130' AGL/270' MSL. Tower 1.5 NM from departure end of runway, 1013' left of centerline, 175' AGL/460' MSL. Road 400' from departure end of runway, on centerline, 17' AGL/184' MSL. **Rwy 28**, tree 565' from departure end of runway, 634' left of centerline, up to 100' AGL/219' MSL. Terrain 154' from departure end of runway, 253' left of centerline, 0' AGL/128' MSL. Terrain 390' from departure end of runway, 554' left of centerline, 0' AGL/132' MSL.

READINGTON, NJ

SOLBERG-HUNTERDON (N51)

AMDT 1 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, std. w/ min. climb of 405' per NM to 1400 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31**, for climb in visual conditions; cross Solberg-Hunterdon airport at or above 1300 before proceeding on course.

NOTE: **Rwy 4**, tree 907' from DER, 712' left of centerline, 100' AGL/279' MSL. Trees beginning 431' from DER, 82' right of centerline, up to 100' AGL/279' MSL. **Rwy 13**, tree 47' from DER, 453' left of centerline, 100' AGL/279' MSL. Tree 88' from DER, 178' right of centerline, 100' AGL/279' MSL. **Rwy 22**, tree 185' from DER, 350' left of centerline, 100' AGL/299' MSL. Trees beginning 103' from DER, 95' right of centerline, up to 100' AGL/299' MSL. **Rwy 31**, trees beginning 372' from DER, 40' left of centerline, up to 100' AGL/378' MSL. Tree 257' from DER, 441' right of centerline, 100' AGL/299' MSL.

RED HOOK, NY

SKY PARK (46N)

ORIG 94146 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1. **Rwy 19**, 400-2 or std. with a min. climb of 240' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 3000 before proceeding on course.

ROBBINSVILLE, NJ

TRENTON-ROBBINSVILLE (N87)

AMDT 1 92009 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 280' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 29**, climb runway heading to 800 before turning right.

ROCHESTER, NY

GREATER ROCHESTER INTL (ROC)

AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. w/ min. climb of 206' per NM to 900. **Rwy 10**, std. w/ min. climb of 230' per NM to 900 or 1000-2½ for climb in visual conditions. **Rwy 22**, 400-2½ or std. w/ min. climb of 241' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 042° to 1200 before proceeding on course. **Rwy 10**, for climb in visual conditions: cross Greater Rochester Intl airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 4**, tower 1806' from departure end of runway, 816' right of centerline, 60' AGL/611' MSL. Tree 2081' from departure end of runway, 531' left of centerline, 53' AGL/612' MSL. **Rwy 7**, multiple trees beginning 2732' from departure end of runway, 426' left of centerline, 78' AGL/622' MSL. Flag pole on dome 1.4 NM from departure end of runway, 1139' right of centerline, 213' AGL/757' MSL. **Rwy 10**, flag pole on dome 1.2 NM from departure end of runway, 1546' left of centerline, 213' AGL/757' MSL. Multiple trees 741' from departure end of runway, 355' left of centerline, 83' AGL/617' MSL. Fence 313' from departure end of runway, 407' left of centerline, 18' AGL/552' MSL. **Rwy 22**, obstruction light on tower 2.2 NM from departure end of runway, 3550' right of centerline, 412' AGL/935' MSL. Tree 3,026' from departure end of runway, 935' left of centerline, 102' AGL/621' MSL. Tree 1997' from departure end of runway, 832' right of centerline, 68' AGL/587' MSL. **Rwy 25**, tower and multiple poles beginning 1523' from departure end of runway, 330' left of centerline, 85' AGL/617' MSL. **Rwy 28**, railroad 627' from departure end of runway, 539' right of centerline, 23' AGL/574' MSL. Multiple trees beginning 1188' from departure end of runway, 112' right of centerline, 88' AGL/632' MSL. Multiple trees and towers beginning 1540' from departure end of runway, 148' left of centerline, 87' AGL/626' MSL.

ROME, NY

GRIFFISS INTL (RME)

AMDT 1 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 147° to 1000 before turning left. **Rwy 33**, climb heading 327° to 1400 before turning right.

NOTE: **Rwy 15**, trees beginning 2306' from DER, 405' left of centerline, up to 92' AGL/590' MSL.

SARANAC LAKE, NY

ADIRONDACK RGNL (SLK)

AMDT 6 84061 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 800-1 or std. with a min. climb of 230' per NM to 2500. **Rwy 9**, 600-2. **Rwy 23**, 600-1 or std. with a min. climb of 240' per NM to 2300.

DEPARTURE PROCEDURE: **Rwys 5, 9**, climb to 2500 via SLK R-080, then climbing left turn direct SLK VOR so as to cross SLK VOR at 3000 or above before proceeding on course. **Rwy 23**, climbing right turn to 4000 via heading 250° before proceeding on course.

Rwy 27, climb runway heading to 2300 before proceeding on course.

SARATOGA SPRINGS, NY

SARATOGA COUNTY (5B2)

AMDT 3A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 400-2½ or std. w/ min climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 025° to 1300 before proceeding on course.

Rwy 14, climb heading 143° to 1000 before proceeding on course. **Rwy 23**, climb heading 233° to 1000 before proceeding on course. **Rwy 32**, climbing left turn to 2200 heading 230° before proceeding on course.

NOTE: **Rwy 5**, trees beginning 799' from DER, 50' left of centerline up to 84' AGL/503' MSL. Trees beginning 849' from DER, 133' right of centerline, up to 87' AGL/507' MSL. **Rwy 14**, trees beginning 427' from DER, 161' right of centerline up to 100' AGL/529' MSL. Trees beginning 516' from DER, 550' left of centerline up to 100' AGL/529' MSL.

Rwy 23, trees beginning 196' from DER, 13' right of centerline up to 110' AGL/544' MSL. Trees beginning 843' from DER, 34' left of centerline up to 96' AGL/530' MSL. **Rwy 32**, trees beginning 8497' from DER, 579' right of centerline up to 100' AGL/809' MSL.

SCHENECTADY, NY

SCHENECTADY COUNTY (SCH)

AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 600. **Rwy 28**, 1200-2 or std. with a min. climb of 240' per NM to 2000.

NOTE: **Rwy 4**, 459' trees 80' from departure end of runway, 470' left of centerline.

SENECA FALLS, NY

FINGER LAKES RGNL (0G7)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-2 or std. w/ min. climb of 275' per NM to 1000.

NOTE: **Rwy 1**, trees, vehicle on road and tower beginning 401' from DER, 407' right of centerline, up to 306' AGL/756' MSL. Trees and pole beginning 571' from DER, 332' left of centerline, up to 73' AGL/528' MSL. **Rwy 19**, trees and building beginning 238' from DER, 294' right of centerline, up to 68' AGL/557' MSL. Building, trees, poles, bushes and vehicle on road beginning 189' from DER, 270' left of centerline, up to 57' AGL/556' MSL.

SHIRLEY, NY

BROOKHAVEN (HWV)

ORIG 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 33**, NA-Noise abatement.

NOTE: **Rwy 15**, trees beginning 173' from departure end of runway, 376' right of centerline, up to 60' AGL/124' MSL. Trees beginning 40' from departure end of runway, 281' left of centerline, up to 60' AGL/124' MSL. **Rwy 24**, trees beginning 199' from departure end of runway, 497' left of centerline, up to 60' AGL/148' MSL. Trees beginning 604' from departure end of runway, 597' right of centerline, up to 60' AGL/133' MSL.



SIDNEY, NY

SIDNEY MUNI (N23)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, std. with a min. climb of 328' per NM to 2500 or 1600-3 for climb in visual conditions. **Rwy 25**, 700-1.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 071° to 2500 before proceeding on course, for climb in visual conditions: Cross Sidney Muni airport at or above 2500 MSL before proceeding on course. **Rwy 25**, climb heading 251° to 2000 before proceeding on course.

NOTE: **Rwy 7**, trees and vehicle on road beginning 379' from DER, 22' left of centerline, up to 200' AGL/2039' MSL. Trees and terrain beginning 1844' from DER, 17' right of centerline, up to 100' AGL/1779' MSL. **Rwy 25**, trees beginning 867' from DER, 45' left of centerline, up to 100' AGL/1679' MSL. Trees and vehicle on road beginning 57' from DER, 82' right of centerline, up to 100' AGL/1539' MSL.

SKANEATELES, NY

SKANEATELES AERO DROME (6B9)

ORIG 81218 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

SOMERVILLE, NJ

SOMERSET (SMQ)

AMDT 3 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 17, 26, 35**, NA-Environmental. **Rwy 12**, std. w/min. climb of 400' per NM to 1000 or 700-3 w/min. climb of 285' per NM to 1400, or 1100-2½ for climb in visual conditions. **Rwy 30**, std. w/min. climb of 500' per NM to 600 or 300-2 or min. climb of 205' per NM to 1600, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 122° to 1000 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course. **Rwy 30**, climb heading 302° to 1300 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course.

NOTE: **Rwy 12**, trees beginning at departure end of runway, 345' left of centerline, up to 100' AGL/219' MSL. Trees beginning 600' from departure end of runway, left to right of centerline, up to 100' AGL/219' MSL. Trees beginning 3188' from departure end of runway, left to right of centerline, up to 100' AGL/279' MSL. **Rwy 30**, trees beginning at departure end of runway, 85' right of centerline, up to 100' AGL/199' MSL. Trees beginning at departure end of runway, 110' left of centerline, up to 99' AGL/199' MSL. Trees beginning 1451' from departure end of runway, left to right of centerline, up to 100' AGL/199' MSL. Trees beginning 2748' from departure end of runway, 1147' left of centerline, up to 100' AGL/259' MSL.

SOUTH BETHLEHEM, NY

SOUTH ALBANY (4B0)

ORIG 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1½ or std. w/min. climb of 290' per NM to 600. **Rwy 19**, std. w/min. climb of 415' per NM to 2000 or 1700-1½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 008° to 2000 before proceeding on course. **Rwy 19**, climb via heading 188° to 2000 or for climb in visual conditions; cross South Albany airport at or above 1700 before proceeding on course. Do not exceed 180 knots until crossing South Albany airport on course.

NOTE: **Rwy 1**, vehicles on road beginning 315' from DER, left to right of centerline, up to 15' AGL/234' MSL. Vehicles on road 17' from DER, 467' left of centerline, 15' AGL/224' MSL. Trees 523' from DER, 425' right of centerline, up to 100' AGL/299' MSL. Stacks 1.3 NM from DER, 1522' right of centerline, 195' AGL/435' MSL. **Rwy 19**, trains beginning 23' from DER, left and right of centerline, 23' AGL/318' MSL.

STORMVILLE, NY

STORMVILLE (N69)

ORIG 86072 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 1200-1. **Rwy 24**, 300-1. DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000. **Rwy 24**, climbing right turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000.

SUSSEX, NJ

SUSSEX (FWN)

AMDT 2 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 700-1. **Rwy 21**, 500-1. DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1200, then climbing right turn to 3000 direct SAX VORTAC, then climb on course. **Rwy 21**, climb runway heading to 1500, then climb on course.

SYRACUSE, NY

SYRACUSE HANCOCK INTL (SYR)

AMDT 7 98001 (FAA)

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1500 before turning southbound. **Rwy 15**, climb runway heading to 2800 before turning southbound. **Rwy 28**, climb runway heading to 1100 before turning southbound. **Rwy 33**, climb runway heading to 1000 before turning southbound.



TETERBORO, NJ

TETERBORO (TEB)
AMDT 6 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-2¼ or std. w/ min. climb of 294' per NM to 500. **Rwy 6**, 300-1½ or std. w/ min. climb of 263' per NM to 400. **Rwy 19**, 600-2¼ or std. w/ min. climb of 352' per NM to 700.

DEPARTURE PROCEDURE: **Rwys 1, 6**, climb heading 040° to 900 before proceeding on course. **Rwy 19**, climb heading 195° to 900 then climbing right turn via BWZ VORTAC R-104 to 2000 before proceeding on course. **Rwy 24**, climb heading 240° to 1100 before proceeding on course.

NOTE: **Rwy 1**, vents and trees beginning 195' from DER, 507' left of centerline, up to 73' AGL/82' MSL. Poles and trees beginning 903' from DER, 136' right of centerline, up to 44' AGL/53' MSL. Antenna 5900' from DER, 1519' left of centerline, 155' AGL/224' MSL. Building 1.8 NM from DER, 787' right of centerline, 249' AGL/314' MSL. **Rwy 6**, sign, poles, buildings, and trees beginning 235' from DER, 10' left of centerline, up to 106' AGL/115' MSL. Building, poles, and trees beginning 335' from DER, 101' right of centerline, up to 92' AGL/101' MSL. Stack 1.2 NM from DER, 654' right of centerline, 230' AGL/240' MSL. **Rwy 19**, vent on building and trees beginning 215' from DER, 1' left of centerline, up to 77' AGL/86' MSL. Blast fence, poles, and trees beginning 185' from DER, 117' right of centerline, up to 83' AGL/92' MSL. Tower 1.9 NM from DER, 1621' right of centerline, 500' AGL/510' MSL. **Rwy 24**, sign and trees beginning 3347' from DER, 535' right of centerline, up to 125' AGL/134' MSL.

TICONDEROGA, NY

TICONDEROGA MUNI (4B6)
ORIG 98113 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 800-2 or std. with a min. climb of 330' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 3800 before proceeding on course.

Rwy 20, climbing left turn to 2400 via heading 165° before proceeding on course.

TOMS RIVER, NJ

ROBERT J. MILLER AIR PARK (MJX)
ORIG 07270 (FAA)

NOTE: **Rwy 6**, trees beginning 116' from departure end of runway, 2' left of centerline, up to 52' AGL/121' MSL. Trees beginning 333' from departure end of runway, 163' right of centerline, up to 60' AGL/169' MSL. **Rwy 24**, tree 1338' from departure end of runway, 730' right of centerline, 31' AGL/120' MSL.

TRENTON, NJ

TRENTON MERCER (TTN)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 750 before turning east. **Rwy 24**, climb runway heading to 400 before turning.

VINCENNTOWN, NJ

RED LION (N73)
AMDT 1 09071 (FAA)

NOTE: **Rwy 5**, trees 1095' from DER, 90' left of centerline, 100' AGL/149' MSL. Trees 1816' from DER, 864' right of centerline, 100' AGL/159' MSL. Trees 2242' from DER, 41' right of centerline, 100' AGL/159' MSL. **Rwy 23**, trees 24' from DER, 373' right of centerline, 100' AGL/150' MSL. Trees 178' from DER, 185' right of centerline, 100' AGL/159' MSL. Trees 85' from DER, 139' right of centerline, 100' AGL/150' MSL.

VINELAND, NJ

KROELINGER (29N)
AMDT 1 94062 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

WATERTOWN, NY

WATERTOWN INTL (ART)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1½ or std. w/ min. climb of 229' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 090° to 800 before turning right.

NOTE: **Rwy 7**, vehicle on road and trees beginning 538' from departure end of runway, 407' left of centerline, up to 61' AGL/380' MSL. Trees 1366' from departure end of runway, 32' left of centerline, 46' AGL/375' MSL. Trees beginning 785' from departure end of runway, 494' right of centerline, up to 57' AGL/386' MSL. Trees beginning 1787' from departure end of runway, 98' right of centerline, up to 70' AGL/399' MSL. **Rwy 10**, bushes and trees beginning 127' from departure end of runway, 124' right of centerline, up to 46' AGL/388' MSL. Trees 7050' from departure end of runway, 1750' right of centerline, 70' AGL/529' MSL. **Rwy 28**, trees beginning 784' from departure end of runway, 124' left of centerline, up to 61' AGL/360' MSL. Trees beginning 920' from departure end of runway, 220' right of centerline, up to 87' AGL/386' MSL.

WEEDSPORT, NY

WHITFORDS (B16)
ORIG 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 10, 19, 28**, 300-1.

WELLSVILLE, NY

WELLSVILLE MUNI AIRPORT,
TARANTINE FIELD (ELZ)

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb runway heading to 2500 before proceeding on course.

WEST MILFORD, NJ

GREENWOOD LAKE (4N1)

TAKE-OFF MINIMUMS: **Rwy 24**, 400-2 or std. with a min. climb of 280' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climb runway heading to 1400 before proceeding on course.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI (FOK)

AMDT 1 85157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb of 220' per NM to 300.

WHEELER-SACK AAF (KGTB)

FORT DRUM, NY AMDT 5, 09239

Rwy 15, Standard with minimum climb of 250 ft/NM to 3100.

Rwy 21, Standard with minimum climb of 250 ft/NM to 3100.

DEPARTURE PROCEDURE: **Rwy 26**, Climb hdg 263° to 1400 before turning left.

TAKE-OFF OBSTACLES: **Rwy 3**: Trees 100' AGL/ 759' MSL, 2467' from DER, 896' left of centerline.

Rwy 8: Trees 62' AGL/747' MSL, 441' from DER, 524' right of centerline. Trees 62' AGL/747' MSL, 1887' from DER, 125' right of centerline. Fenceline 11' AGL/696' MSL, 314' from DER, 367' right of centerline. **Rwy 15**: Trees 60' AGL/747' MSL, 1402' from DER, 535' left of centerline. **Rwy 26**: Trees 42' AGL/717' MSL, 1293' from DER, 614' right of centerline. Trees 13' AGL/688' MSL, 186' from DER, 463' right of centerline. **Rwy 33**: Trees 47' AGL/710' MSL, 1224' from DER, 609' right of centerline.

WHITE PLAINS, NY

WESTCHESTER COUNTY (HPN)

AMDT 6 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 200-1½ or std. w/ min. climb of 230' per NM to 700, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11**, trees beginning 170' from departure end of runway, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from departure end of runway, 248' left of centerline, 0' AGL/392' MSL. **Rwy 16**, windsock and trees beginning 309' from departure end of runway, 187' left of centerline, up to 101' AGL/ 510' MSL. Trees beginning 1005' from departure end of runway, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from departure end of runway, 604' left of centerline, up to 105' AGL/510' MSL. Terrain 273' from departure end of runway, 515' left of centerline, 0' AGL/387' MSL. **Rwy 34**, windsock 167' from departure end of runway, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from departure end of runway, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from departure end of runway, 751' right of centerline, up to 104' AGL/504' MSL. Obstruction light on DME 605' from departure end of runway, 263' right of centerline, 20' AGL/454' MSL. **Rwy 29**, trees beginning 6' from departure end of runway, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from departure end of runway, 228' left of centerline, up to 108' AGL/ 488' MSL. Tank 1.19 NM from departure end of runway, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from departure end of runway, 485' right of centerline, 23' AGL/417' MSL.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



10266

WILDWOOD, NJ

CAPE MAY COUNTY (WWD)

AMDT 3 06215 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. w/ a min. climb of 260' per NM to 500.DEPARTURE PROCEDURE: **Rwy 19**, climb heading 190° to 700 before turning left.NOTE: **Rwy 1**, multiple trees beginning 212' from departure end of runway, 187' left of centerline, up to 72' AGL/86' MSL. Multiple trees beginning 169' from departure end of runway, 314' right of centerline, up to 42' AGL/59' MSL. Road 197' from departure end of runway 240' right of centerline, 15' AGL/30' MSL. Road 265' from departure end of runway, on runway centerline, 15' AGL/29' MSL.**Rwy 10**, multiple trees beginning 42' from departure end of runway, 262' left of centerline, up to 60' AGL/77' MSL. Multiple trees beginning 1004' from departure end of runway, 441' left of centerline, up to 77' AGL/94' MSL. Tower 1.52 NM from departure end of runway, 643' left of centerline, 309' AGL/84' MSL. **Rwy 19**, multiple trees beginning 669' from departure end of runway, 397' left of centerline, up to 73' AGL/90' MSL. Multiple trees beginning 1010' from departure end of runway, 46' right of centerline, up to 62' AGL/90' MSL. Fence 80' from departure end of runway, 507' right of centerline, 18' AGL/30' MSL. **Rwy 28**, multiple trees beginning 74' from departure end of runway, 460' left of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 1235' from departure end of runway, 496' right of centerline, up to 74' AGL/88' MSL.

WILLIAMSON/SODUS, NY

WILLIAMSON-SODUS (SDC)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. w/ min. climb of 427' per NM to 700.NOTE: **Rwy 10**, trees beginning 26' from departure end of runway, 296' right of centerline, up to 76' AGL/625' MSL. Trees beginning 257' from departure end of runway, 310' left of centerline, up to 56' AGL/655' MSL. Vehicles on roadway, 339' from departure end of runway, 377' right of centerline, 15' AGL/451' MSL. Pole 360' from departure end of runway, 122' left of centerline, 29' AGL/448' MSL. Pole 362' from departure end of runway, 85' right of centerline, 31' AGL/450' MSL. Silo 409' from departure end of runway, 466' left of centerline, 40' AGL/459' MSL. Antenna 1.5 NM from departure end of runway, 662' left of centerline, 100' AGL/659' MSL. Antenna 1.6 NM from departure end of runway, 400' left of centerline, 106' AGL/715' MSL.**Rwy 28**, trees beginning abeam departure end of runway, 188' left of centerline, up to 110' AGL/549' MSL. Trees beginning 72' from departure end of runway, 266' right of centerline, up to 93' AGL/522' MSL. Building 204' from departure end of runway, 271' right of centerline, 12' AGL/441' MSL. Fence 312' from departure end of runway, 59' left of centerline, 6' AGL/435' MSL. Pole 338' from departure end of runway, 271' left of centerline, 32' AGL/461' MSL. Vehicles on roadway 357' from departure end of runway, 382' left of centerline, 15' AGL/460' MSL. Building 497' from departure end of runway, 339' left of centerline, 21' AGL/450' MSL.

WOODBINE, NJ

WOODBINE MUNI (OBI)

AMDT 2 09239 (FAA)

NOTE: **Rwy 1**, trees beginning 182' from DER, 284' left of centerline up to 100' AGL/134' MSL. Trees beginning 38' from DER, 290' right of centerline up to 100' AGL/144' MSL. Train 387' from DER, 596' left of centerline up to 23' AGL/57' MSL. **Rwy 13**, trees beginning 4' from DER, 277' left of centerline up to 100' AGL/134' MSL. Trees beginning 2395' from DER, 865' right of centerline up to 100' AGL/134' MSL. **Rwy 19**, trees beginning 4' from DER, 284' left of centerline up to 100' AGL/129' MSL. Trees beginning 178' from DER, 212' right of centerline up to 100' AGL/124' MSL. **Rwy 31**, trees beginning 261' from DER, 529' right of centerline up to 100' AGL/144' MSL. Trees beginning 107' from DER, 288' left of centerline up to 100' AGL/144' MSL. Railroad 900' from DER left to right 23' AGL/63' MSL.

WURTSBORO, NY

WURTSBORO-SULLIVAN COUNTY (N82)

AMDT 1 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,9,14,18,27,32,36**, NA-obstacles. **Rwy 23**, std. with a min. climb of 388' per NM to 2100.DEPARTURE PROCEDURE: **Rwy 23**, climb via heading 228° to 2100 before proceeding on course.NOTE: **Rwy 23**, numerous trees 6594' from departure end of runway, 2150' right of centerline, 100' AGL/793' MSL to 100' AGL/957' MSL.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

10266



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



NE-2

ADIRONDACK RGNL (See SARANAC LAKE)

AIRHAVEN (See STAATSBURG)

AIRLANE ENTERPRISES (See CLAY)

AIRTREK (See WATERLOO)

AKRON (9G3) 1 E UTC-5(-4DT) N43°01.25' W78°28.97'

840 B S4 **FUEL** 100LL TPA-1840(1000) NOTAM FILE BUF

RWY 07-25: H3268X75 (ASPH) S-8 MIRL 0.3% up NE

RWY 07: PAPI(P2L)—GA 4.0° TCH 56'. Road.

RWY 25: REIL. PAPI(P2R)—GA 4.0° TCH 56'. Road.

RWY 11-29: 1955X50 (TURF)

RWY 11: Trees.

RWY 29: Trees.

AIRPORT REMARKS: Attended 1300Z†-sunset. Rwy 11-29 CLOSED indef. Deer and turkey invof arpt. Arpt manager recommends Rwy 11-29 be used for ldfs only. Parallel twy lighted and 35' wide. ACTIVATE MIRL Rwy 07-25, PAPI Rws 07 and 25 and REIL Rwy 25—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.725

® **BUFFALO APP DEP/CON** 126.15

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

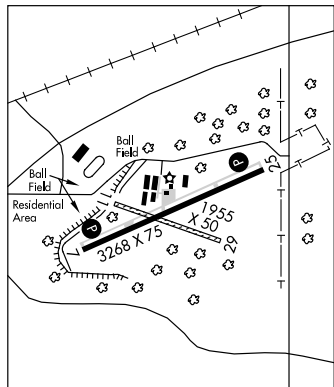
BUFFALO (H) VOR/DME 116.4 BUF Chan 111 N42°55.74' W78°38.78' 061° 9.1 NM to fld. 730/08W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

DETROIT

L-31E

IAP



| | |
|------------------------|---|
| APP CRS 071° | Rwy Idg 3268 TDZE 839 Apt Elev 840 |
|------------------------|---|

RNAV (GPS) RWY 7

AKRON (9G3)

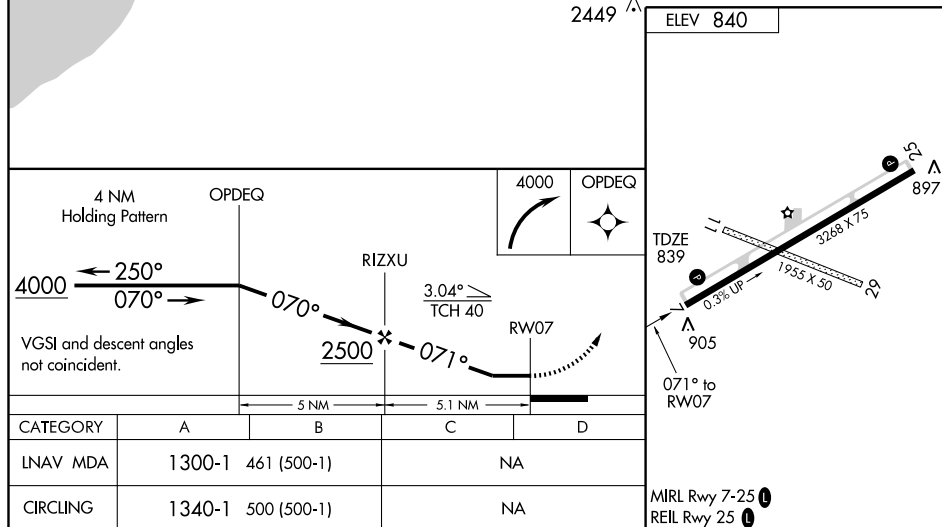
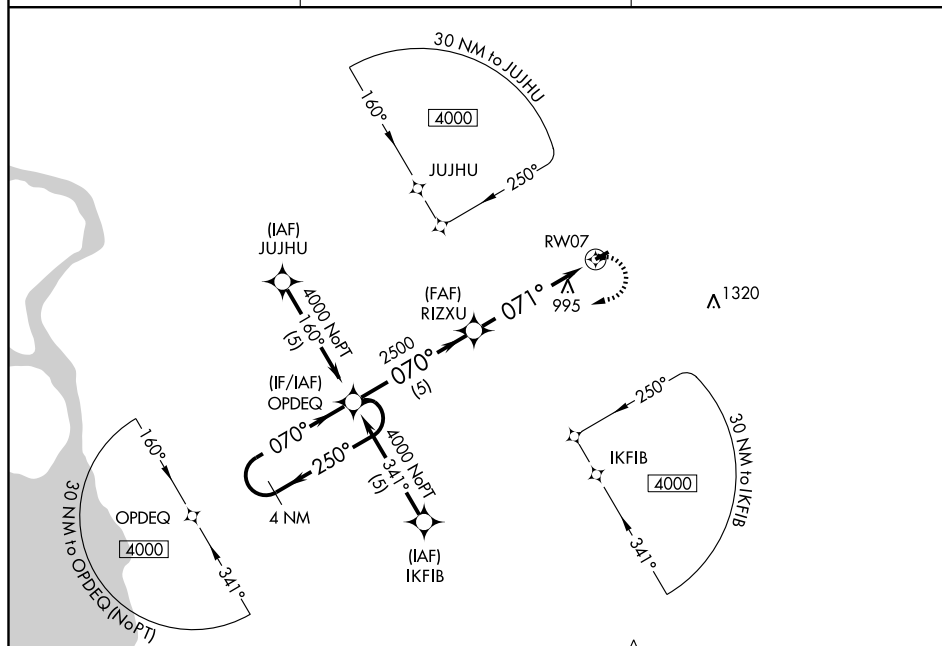
NA DME/DME RNP-0.3 NA.
 Visibility reduction by helicopters NA.
 Use Buffalo altimeter setting.

MISSED APPROACH: Climbing right turn to 4000
 direct OPDEQ and hold, continue climb-in-hold to 4000.

BUFFALO ASOS
135.35

BUFFALO APP CON
126.15 263.125

UNICOM
122.725 (CTAF) 1



| | |
|------------------------|---|
| APP CRS 251° | Rwy Idg 3268 TDZE 840 Apt Elev 840 |
|------------------------|---|

RNAV (GPS) RWY 25

AKRON (9G3)

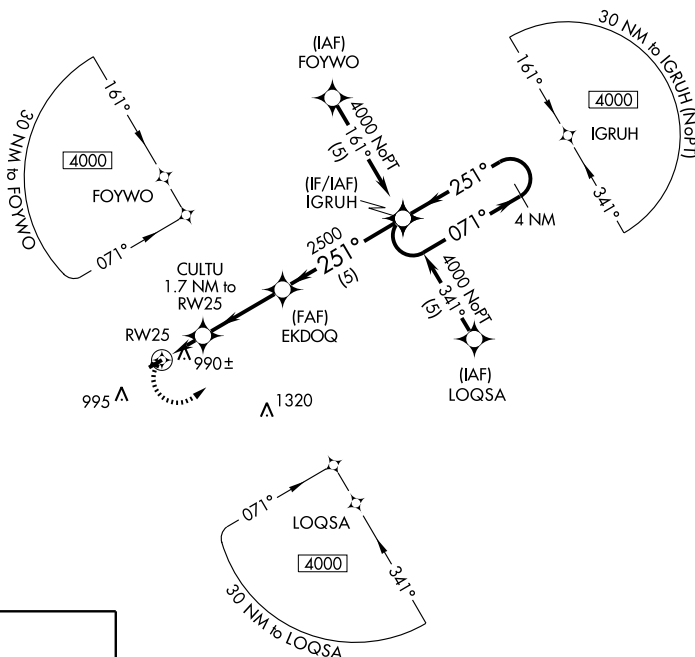
▼ DME/DME RNP-0.3 NA.
▲ NA Visibility reduction by helicopters NA.
 Use Buffalo altimeter setting.

MISSED APPROACH: Climbing left turn to 4000
 direct IGRUH and hold, continue climb-in-hold 4000.

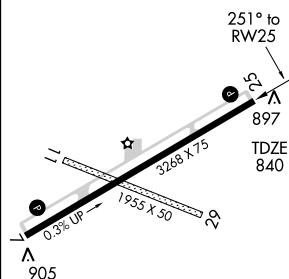
BUFFALO ASOS
135.35

BUFFALO APP CON
126.15 263.125



UNICOM
122.725 (CTAF) **1**



ELEV 840



MRL Rwy 7-25 **1**
 REIL Rwy 25 **1**

| | | | | |
|--|--------|-------------|----|---|
| <div><div><div>▲ 2449</div><div><div>4000</div><div>IGRUH</div><div></div></div></div><div><div>CULTU</div><div>1.7 NM to RW25</div><div><div>≤ 3.04°</div><div>TCH 40</div></div></div><div><div>RW25</div><div></div><div>1420</div></div><div><div>EKDOQ</div><div><div>2500</div><div>251°</div></div></div><div><div>IGRUH</div><div>4 NM Holding Pattern</div><div><div>071° →</div><div>← 251°</div><div>4000</div></div><div>VGSI and descent angles not coincident.</div></div></div> | | | | |
| CATEGORY | A | B | C | D |
| INAV MDA | 1300-1 | 460 (500-1) | NA | |
| CIRCLING | 1340-1 | 500 (500-1) | NA | |

AIRPORT DIAGRAM

AL-10 (FAA)

ALBANY INTL (ALB)
ALBANY, NEW YORK

ATIS
120.45
ALBANY TOWER
119.5 257.8
GND CON
121.7 348.6
CLNC DEL 127.5

42°45.5'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ELEV
280

61

M

A

B

A

P

CARGO
RAMP

CONTROL
TOWER
399

LAHSO

LAHSO



JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° E

FIELD
ELEV
285

42°45.0'N

ELEV
277

102.1°

TERMINAL

CUSTOMS

FIRE
STATION

GENERAL AVIATION
PARKING

42°44.5'N

T

A

1

ELEV
284

8500 X 150

G

x

x

RWY 01-19
PCN 70 F/C/X/T
S-140, D-200, 2D-400
RWY 10-28
PCN 67 F/C/X/T
S-140, D-200, 2D-400

73°48.0'W

73°47.5'W

42°44.0'N

73°48.5'W

AIRPORT DIAGRAM

ALBANY, NEW YORK
ALBANY INTL (ALB)

10210

NE-2, 23 SEP 2010 to 21 OCT 2010

ALBANY INTL (ALB) 6 NW UTC-5(-4DT) N42°44.95' W73°48.12'

285 B S4 FUEL 100LL, JET A Class I, ARFF Index C

NOTAM FILE ALB

RWY 01-19: H8500X150 (ASPH-GRVD) S-140, D-200, 2D-400

PCN 70 F/C/X/T HIRL CL

RWY 01: MALSR. TDZL. PAPI(P4R)—GA 3.0° TCH 54'.

RWY 19: MALSR.

RWY 10-28: H7200X150 (ASPH-GRVD) S-140, D-200, 2D-400

PCN 67 F/C/X/T MIRL CL

RWY 10: REIL. Trees.

RWY 28: REIL. PAPI(P4L)—GA 3.35° TCH 50'. Thld dsplcd 1202'.

Tank.

LAND AND HOLD SHORT OPERATIONS

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---------------|------------------|-----------|
| RWY 01 | 10-28 | 4150 |
| RWY 28 | 01-19 | 3750 |

RUNWAY DECLARED DISTANCE INFORMATION

| | | | |
|--------------------------|-----------|-----------|----------|
| RWY 01: TORA-8500 | TODA-8500 | ASDA-8500 | LDA-8500 |
| RWY 10: TORA-7200 | TODA-7200 | ASDA-6780 | LDA-6780 |
| RWY 19: TORA-8500 | TODA-8500 | ASDA-8500 | LDA-8500 |
| RWY 28: TORA-7200 | TODA-7200 | ASDA-7200 | LDA-5998 |

AIRPORT REMARKS: Attended continuously. Birds and deer on and in/ov

arpt. Weather balloon launches approximately 3 miles S of arpt at 1100Z and 2300Z. Rwy 01 touchdown and rollout runway visual range avbl. Rwy 19 touchdown and rollout runway visual range avbl. Twy 'C' west of Twy 'A' non movement area. Twy D east of Rwy 01-19 restricted to acft 12,500 lbs and less. Customs/Immigration's Flight Information Service adjacent to Twy E east of Rwy 01-19 on apron area; please follow markings. Ldg fee. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (518) 464-6423.

COMMUNICATIONS: D-ATIS 120.45 (1-800-342-0120) **UNICOM** 122.95

RCO 122.1R 115.3T (BURLINGTON RADIO) **RCO** 122.45 122.2 (BURLINGTON RADIO)

(R) APP/DEP CON 132.825 (011°-194°) 118.05 (194°-011°) 127.15

TOWER 119.5 **GND CON** 121.7 **CLNC DEL** 127.5

AIRSPACE: CLASS C svc continuous etc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.

(L) VORTAC 115.3 ALB Chan 100 N42°44.84' W73°48.19' at fld. 275/13W.

VOR unusable:

330°-019° blo 3000'

330°-019° byd 10 NM blo 6000'

330°-019° byd 19 NM blo 9000'

330°-019° byd 28 NM blo 10000'

020°-059° byd 13 NM blo 6000'

060°-080°

100°-135° byd 8 NM blo 10000'

DME unusable:

030°-055° byd 10 NM

155°-195° byd 28 NM blo 5500'

HAWKY NDB (LOM) 219 AL N42°49.04' W73°48.51' 189° 4.1 NM to fld. Unusable 160°-210° byd 10 NM.

ILS/DME 109.5 I-ALB Chan 32 Rwy 19. Class IB. LOM HAWKY NDB.

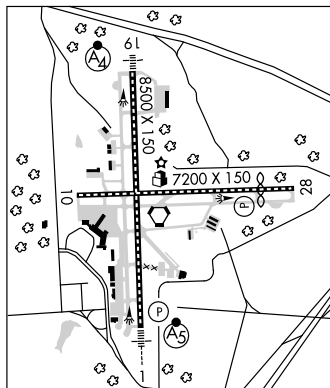
ILS/DME 109.5 I-DEJ Cham 32 Rwy 01. Class IE.

COMM/NAV/WEATHER REMARKS: CLASS C information available on ATIS frequency 20 NM.

NEW YORK

H-101, 11C, 12K, L-326, 33B, 341

IAP, AD



ATIS
 120.45
 CLNC DEL
 127.5
 GND CON
 121.7 348.6
 ALBANY TOWER
 119.5 257.8

PLATTSBURGH

116.9 PLB

Chan 116

N44°41.10'-W73°31.36'

L-32, H-11-12

BURLINGTON

117.5 BTV

Chan 122

N44°23.83'-W73°10.95'

L-32, H-11-12

GLENS FALLS

110.2 GFL

Chan 39

N43°20.50'-W73°36.71'

L-32

CAMBRIDGE

115.0 CAM

Chan 97

N42°59.66'-W73°20.64'

L-32-34, H-11-12

UTICA

111.2 UCA

Chan 49

N43°01.59'-W75°09.87'

L-32, H-11-12

KEENE

109.4 EEN

Chan 31

N42°47.66'-W72°17.51'

L-32-33, H-11-12

GEORGETOWN

117.8 GGT

Chan 125

N42°47.34'-W75°49.61'

L-32

ALBANY

115.3 ALB

Chan 100

N42°44.84'-W73°48.19'

L-32-33-34, H-10-11-12

NOTE: Turbojets filed over SYR, SAX, JFK, CMK, requesting flight levels, expect a vector to the ALB R-343/25 DME. Expect on course leaving 14,000'.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed. Expect vectors to filed route or depicted fix. Expect clearance to requested altitude/flight level 10 minutes after departure.



TAKE-OFF RUNWAY 10: Left climbing turn to 1800' on heading 010° before proceeding on course or when directed by ATC climb to 1800' on heading 115° before proceeding on course.

ALL OTHER RUNWAYS: Climb runway heading.

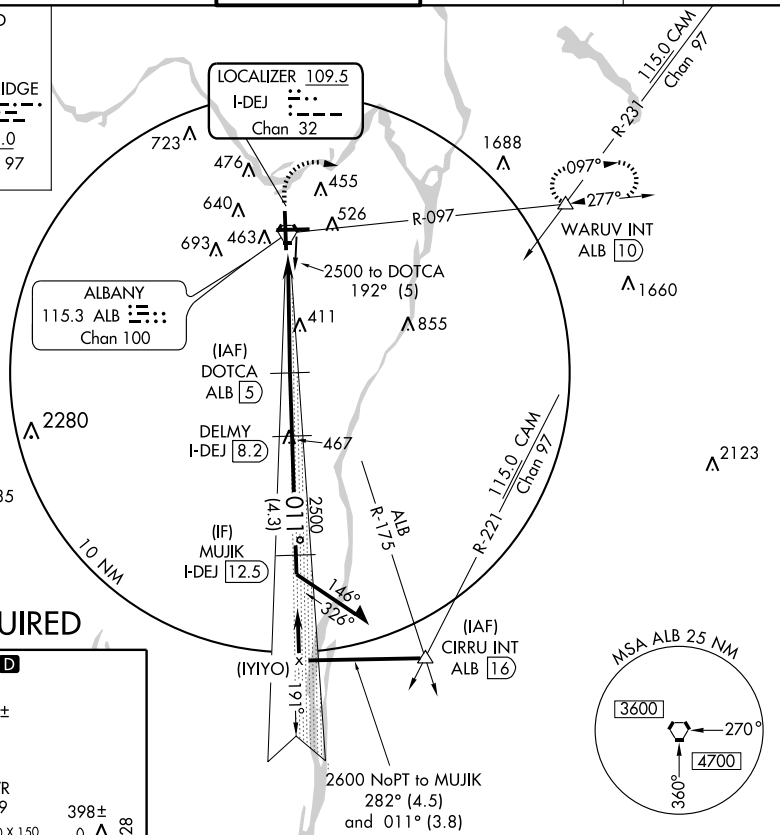
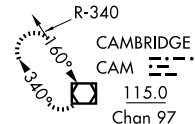
| | | |
|--|------------------------|---|
| LOC/DME I-DEJ <u>109.5</u> Chan 32 | APP CRS 011° | Rwy Idg 8500 TDZE 285 Apt Elev 285 |
|--|------------------------|---|

COPTER ILS or LOC/DME RWY 1

ALBANY INTL (ALB)

| | | | |
|--|--|---|-------------------------------|
|  NA | |  MALS R MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via ALB VORTAC R-097 to WARUV Int/ALB 10 DME and hold, continue climb-in-hold to 5000. | |
| ATIS 120.45 | ALBANY APP CON 132.825 307.2 | ALBANY TOWER 119.5 257.8 | GND CON 121.7 348.6 |
| | | CLNC DEL 127.50 | |

ALTERNATE MISSED
APCH FIX



DME REQUIRED

ELEV 285 **D**

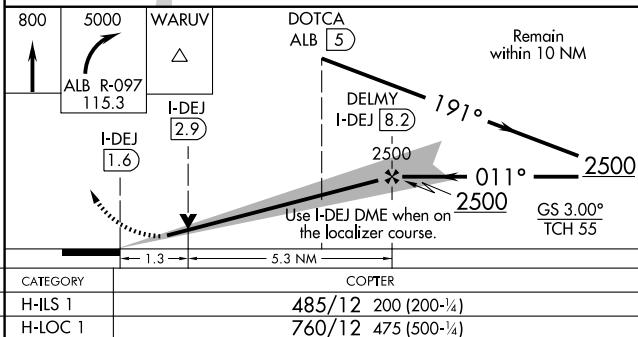
61
 357±
 359±
 302±
 362±
 TDZE 285
 380±
 384±

8500 X 150
 TWR 399
 7200 X 150
 011° 6.7 NM from FAF

HIRL Rwy 1-19
 MIRL Rwy 10-28
 REIL Rws 10 and 28

FAF to MAP 6.7 NM

| Knots | 45 | 60 | 75 | 90 | 105 |
|---------|------|------|------|------|------|
| Min:Sec | 8:56 | 6:42 | 5:22 | 4:28 | 3:50 |



| | | |
|------------------------|-----------------------------|---|
| APP CRS 101° | Rwy Idg TDZE Apt Elev | 6780 280 285 |
|------------------------|-----------------------------|---|

GPS RWY 10

ALBANY INTL (ALB)



NA

Circling NA West of Rwy 1-19.

MISSED APPROACH: Climb to 3200 direct SIMAY WP and hold.

ATIS
120.45

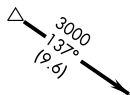
ALBANY APP CON
132.825 307.2

ALBANY TOWER
119.5 257.8

GND CON
121.7 348.6

CLNC DEL
127.50

(IAF) MARIA



(IAF) SHAHE



TURES



(FAF) ZEJAY



RW10



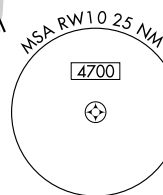
SIMAY



1688



855



2280



1935



2407



TURES



ZEJAY



3200



SIMAY

Procedure
Turn NA

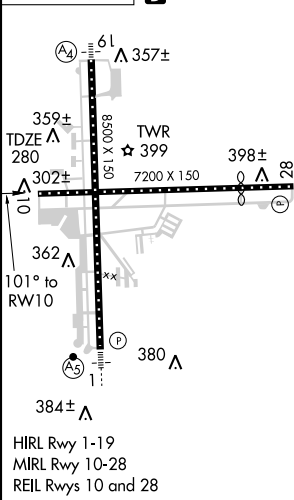
RW10



| CATEGORY | A | B | C | D |
|----------|-------------------|---|---------------------|-------------------|
| S-10 | 920-1 640 (700-1) | | 920-1¾ 640 (700-1¾) | 920-2 640 (700-2) |
| CIRCLING | 920-1 635 (700-1) | | 920-1¾ 635 (700-1¾) | 920-2 635 (700-2) |

ELEV 285

D



| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 5998 |
| 281° | TDZE | 285 |
| | Apt Elev | 285 |

GPS RWY 28

ALBANY INTL (ALB)



NA

Circling NA West of Rwy 1-19

MISSED APPROACH: Climb to 3100 direct ZEJAY WP and hold.

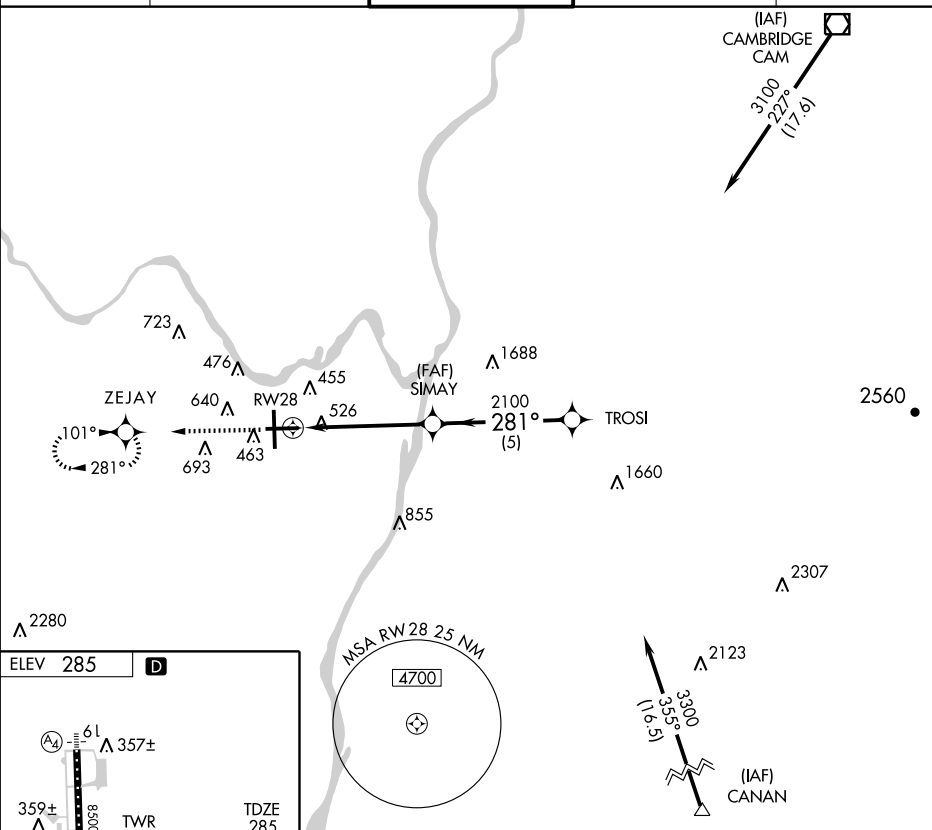
ATIS
120.45

ALBANY APP CON
132.825 307.2

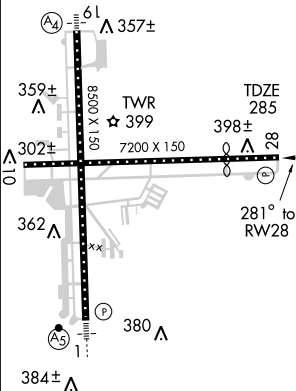
ALBANY TOWER
119.5 257.8

GND CON
121.7 348.6

CLNC DEL
127.50



ELEV 285



HIRL Rwy 1-19
MIRL Rwy 10-28
REIL Rws 10 and 28

| | | | | | | | | |
|----------|-------|--|-------------------|--|---------------------|--|---------------------|--|
| CATEGORY | A | | B | | C | | D | |
| | S-28 | | 780-1 495 (500-1) | | 780-1¼ 495 (500-1¼) | | 780-1½ 495 (500-1½) | |
| CIRCLING | 840-1 | | 555 (600-1) | | 840-1½ 555 (600-1½) | | 840-2 555 (600-2) | |

| | | | |
|---|------------------------|-----------------------------|---|
| LOC/DME I-DEJ 109.5 Chan 32 | APP CRS 011° | Rwy Idg TDZE Apt Elev | 8500 285 285 |
|---|------------------------|-----------------------------|---|

ILS or LOC RWY 1

ALBANY INTL (ALB)

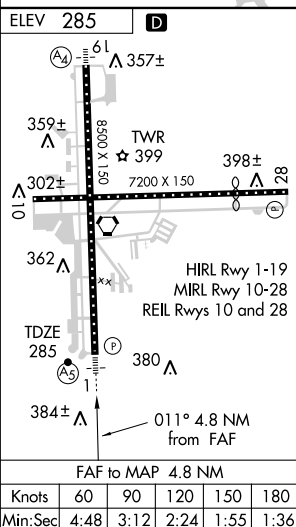
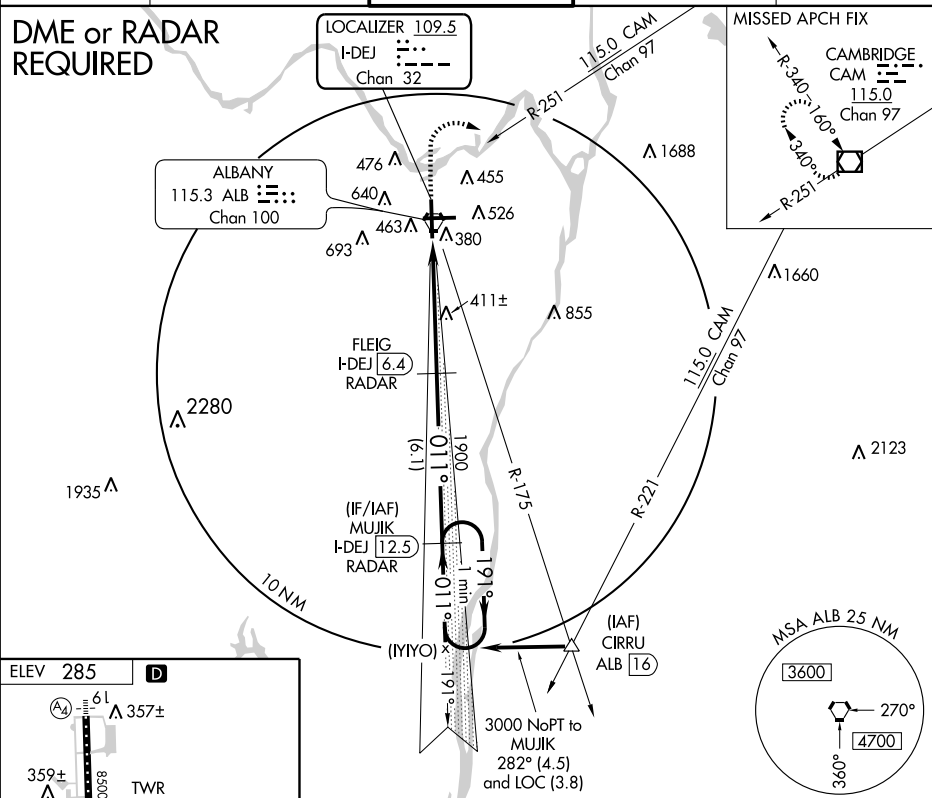
▼ Circling NA West of Rwy 1-19.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via CAM VOR/DME R-251 to CAM VOR/DME and hold.

| | | | | |
|-----------------------|--|------------------------------------|-------------------------------|---------------------------|
| ATIS 120.45 | ALBANY APP CON 132.825 307.2 | ALBANY TOWER 119.5 257.8 | GND CON 121.7 348.6 | CLNC DEL 127.50 |
|-----------------------|--|------------------------------------|-------------------------------|---------------------------|

DME or RADAR REQUIRED



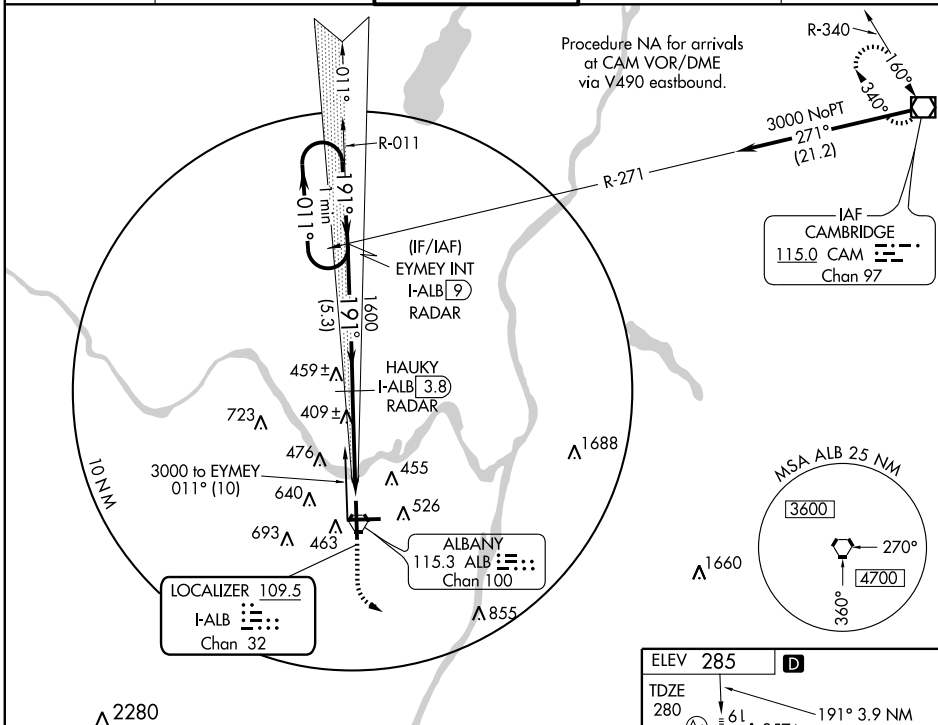
| | | | | |
|----------|---------------------|---------------------------|--------------------------------|----------------------------|
| 800 | 5000 | CAM CAM R-251 115.0 | MUJIK I-DEJ [12.5] RADAR | One Minute Holding Pattern |
| 1900 | 1900 | 1900 | 1900 | 1900 |
| 1.2 | 3.6 | 6.1 | | |
| CATEGORY | A | B | C | D |
| S-ILS 1 | *485/24 200 (200-½) | | | |
| S-LOC 1 | 720/24 | 435 (500-½) | 720/40 435 (500-¾) | 720/50 435 (500-1) |
| CIRCLING | 840-1 | 555 (600-1) | 840-1½ 555 (600-1½) | 840-2 555 (600-2) |

| | | |
|---|------------------------|---|
| LOC/DME I-ALB 109.5 Chan 32 | APP CRS 191° | Rwy Idg TDZE Apt Elev 280 285 |
|---|------------------------|---|

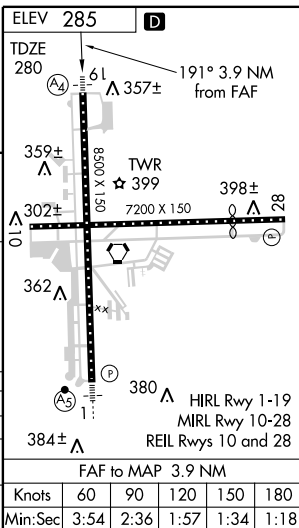
ILS or LOC RWY 19

ALBANY INTL (ALB)

| | | | | |
|-------------------------------|--|------------------------------------|---|---------------------------|
| Circling NA West of Rwy 1-19. | | MALS | MISSED APPROACH: Climb to 2000 then climbing left turn to 5000 direct CAM VOR/DME and hold. | |
| ATIS 120.45 | ALBANY APP CON 132.825 307.2 | ALBANY TOWER 119.5 257.8 | GND CON 121.7 348.6 | CLNC DEL 127.50 |



| | | | | |
|--|--------------------|---|---------------------|---------------------|
| One Minute Holding Pattern 3000 ← 011° 191° → 1600 GS 3.00° TCH 53 Use I-ALB DME when on the localizer course. | | | | |
| EYMEY INT I-ALB 9 RADAR HAUKY I-ALB 3.8 RADAR I-ALB 0.8 2000 5000 CAM 115.0 5.3 NM 2.9 NM 1 NM | | | | |
| CATEGORY | A | B | C | D |
| S-ILS 19 | 480/40 200 (200-¾) | | | |
| S-LOC 19 | 660/40 380 (400-¾) | | | 660/60 380 (400-1¼) |
| CIRCLING | 840-1 555 (600-1) | | 840-1½ 555 (600-1½) | 840-2 555 (600-2) |



LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.



Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

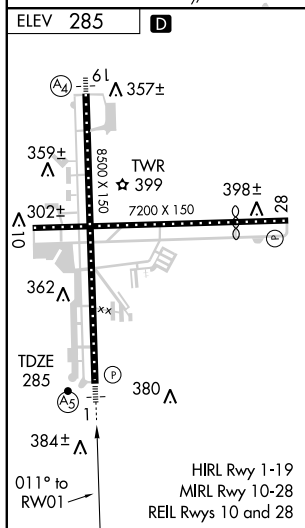
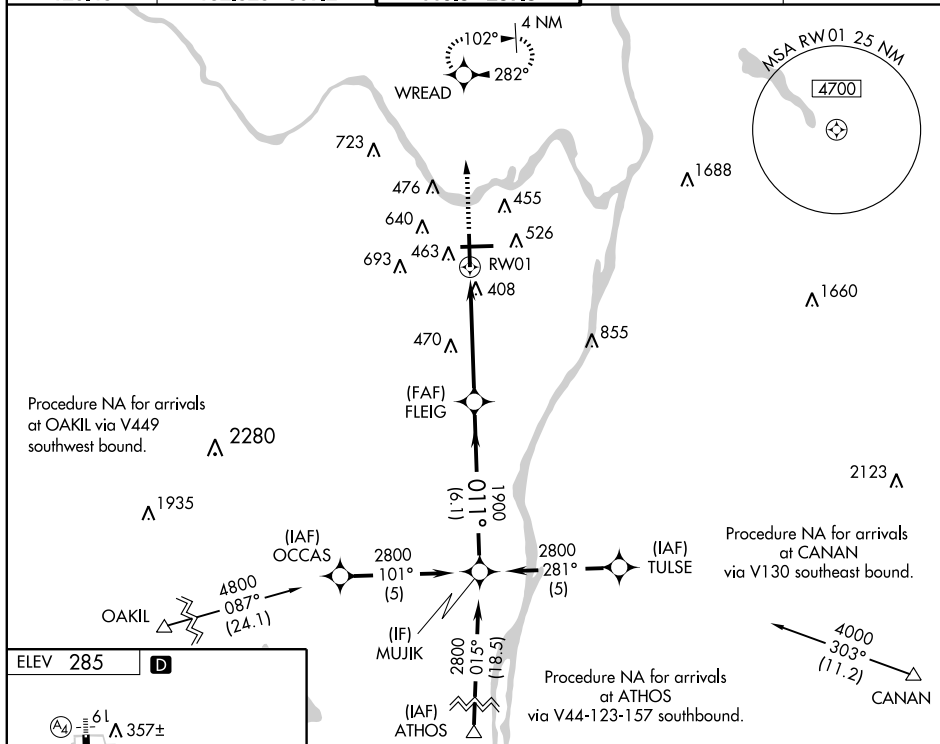
| CITY/AIRPORT | LDG RWY | HOLD-SHORT POINT | MEASURED DISTANCE |
|------------------------------|---------|------------------|-------------------|
| ALBANY, NY | | | |
| ALBANY INTL (ALB) | 01 | 10-28 | 4,150 feet |
| | 28 | 01-19 | 3,750 feet |
| ATLANTIC CITY, NJ | | | |
| ATLANTIC CITY INTL (ACY) | 04 | 13-31 | 3,550 feet |
| | 13 | 04-22 | 3,600 feet |
| | 31 | 04-22 | 5,750 feet |
| ELMIRA, NY | | | |
| ELMIRA/CORNING RGNL (ELM) | 24 | 10-28 | 4,750 feet |
| | 28 | 06-24 | 3,050 feet |
| FARMINGDALE, NY | | | |
| REPUBLIC (FRG) | 32 | 01-19 | 3,650 feet |
| ISLIP, NY | | | |
| LONG ISLAND MAC ARTHUR (ISP) | 06 | 15R-33L | 4,200 feet |
| | 10 | 15R-33L | 3,000 feet |
| | 15R | 10-28 | 4,600 feet |
| | 24 | 10-28 | 4,600 feet |
| | 28 | 06-24 | 4,500 feet |
| NEW YORK, NY | | | |
| LA GUARDIA (LGA) | 04 | 13-31 | 4,600 feet |
| | 31 | 04-22 | 5,500 feet |
| NEWARK, NJ | | | |
| NEWARK LIBERTY INTL (EWR) | 11 | 04R-22L | 5,700 feet |
| | 04L | 11-29 | 7,750 feet |
| | 04R | 11-29 | 8,100 feet |
| POUGHKEEPSIE, NY | | | |
| DUTCHESS COUNTY (POU) | 06 | 15-33 | 3,150 feet |
| SYRACUSE, NY | | | |
| SYRACUSE HANCOCK INTL (SYR) | 10 | 15-33 | 7,700 feet |
| | 15 | 10-28 | 6,000 feet |
| TETERBORO, NJ | | | |
| TETERBORO (TEB) | 01 | 06-24 | 4,550 feet |
| | 06 | 01-19 | 3,750 feet |
| WHITE PLAINS, NY | | | |
| WESTCHESTER COUNTY (HPN) | 11 | 16-34 | 2,500 feet |
| | 16 | 11-29 | 4,000 feet |

| | | |
|--|------------------------|---|
| WAAS CH 97402 W01A | APP CRS 011° | Rwy Idg TDZE 285 Apt Elev 285 |
|--|------------------------|---|

RNAV (GPS) RWY 1

ALBANY INTL (ALB)

| | | | | | |
|---|---|--|------------------------------------|--|---|
|  | Circling NA west of Rwy 1-19. For inoperative MALSR, increase LPV all Cats visibility to RVR 4000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. | | |  MALSR | MISSED APPROACH: Climb to 3000 direct WREAD and hold, continue climb-in-hold to 3000. |
| | ATIS 120.45 | ALBANY APP CON 132.825 307.2 | ALBANY TOWER 119.5 257.8 | GND CON 121.7 348.6 | CLNC DEL 127.50 |



| | | | | |
|--------------|--------|--------------|-----------------------|-----------------------|
| 3000 | WREAD | MUJIK | 2800 | Procedure Turn NA |
| | | FLEIG | 1900 | GS 3.00° TCH 55 |
| | | RW01 | | |
| | | | | |
| CATEGORY | A | B | C | D |
| LPV DA | 535/24 | 250 (300-½) | | |
| LNAV/VNAV DA | 818/60 | 533 (600-1¼) | | |
| LNAV MDA | 720/24 | 435 (500-½) | 720/40 435 (500-¾) | 720/50 435 (500-1) |
| CIRCLING | 840-1¾ | 555 (600-1¾) | | 840-2 555 (600-2) |

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 56302 W19A | APP CRS 191° | Rwy Idg TDZE Apt Elev | 8500 280 285 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 19

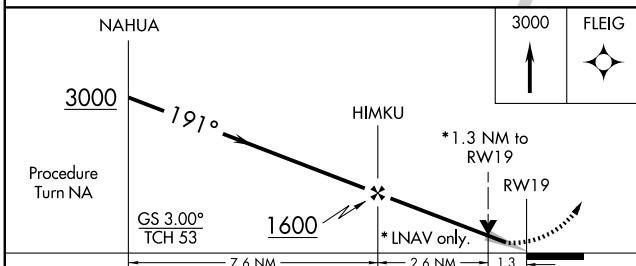
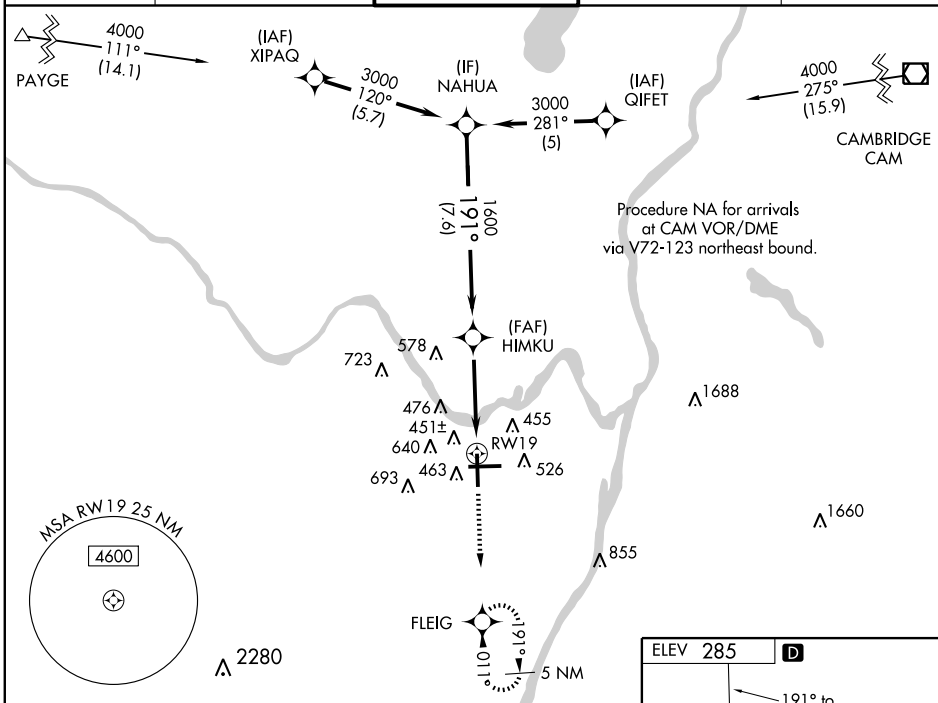
ALBANY INTL (ALB)

T Circling NA west of Rwy 1-19. Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

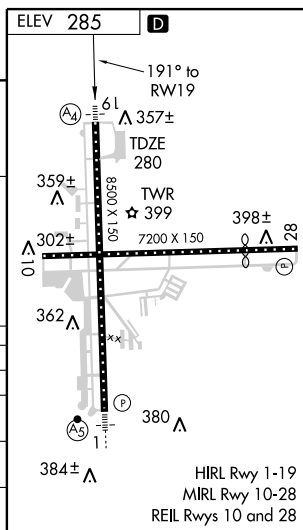
MALS
(A₄)

MISSED APPROACH: Climb to 3000 direct FLEIG and hold, continue climb-in-hold to 3000.

| | | | | |
|----------------|---------------------------------|-----------------------------|------------------------|--------------------|
| ATIS 120.45 | ALBANY APP CON 132,825 307.2 | ALBANY TOWER 119.5 257.8 | GND CON 121.7 348.6 | CLNC DEL 127.50 |
|----------------|---------------------------------|-----------------------------|------------------------|--------------------|



| CATEGORY | | A | | B | | C | | D | |
|----------------|-----|--------------------|--|-------------|--|------------------------|--|------------------------|--|
| LPV | DA | 530/40 | | | | 250 (300-¾) | | | |
| LNNAV/ VNAV | DA | 777-1¾ | | | | 497 (500-1¾) | | | |
| LNNAV | MDA | 760/40 480 (500-¾) | | | | 760/60 480 (500-1¼) | | 760-1½ 480 (500-1½) | |
| CIRCLING | | 840-1 | | 555 (600-1) | | 840-1½ 555 (600-1½) | | 840-2 555 (600-2) | |



| | | | |
|---|------------------------|-----------------------------|---|
| VORTAC ALB 115.3 Chan 100 | APP CRS 275° | Rwy Idg TDZE Apt Elev | 5998 285 285 |
|---|------------------------|-----------------------------|---|

VOR RWY 28
ALBANY INTL (ALB)



Circling NA West of Rwy 1-19.

MISSED APPROACH: Climb to 3000, then climbing
left turn to 4000 direct ALB VORTAC and hold.

ATIS
120.45

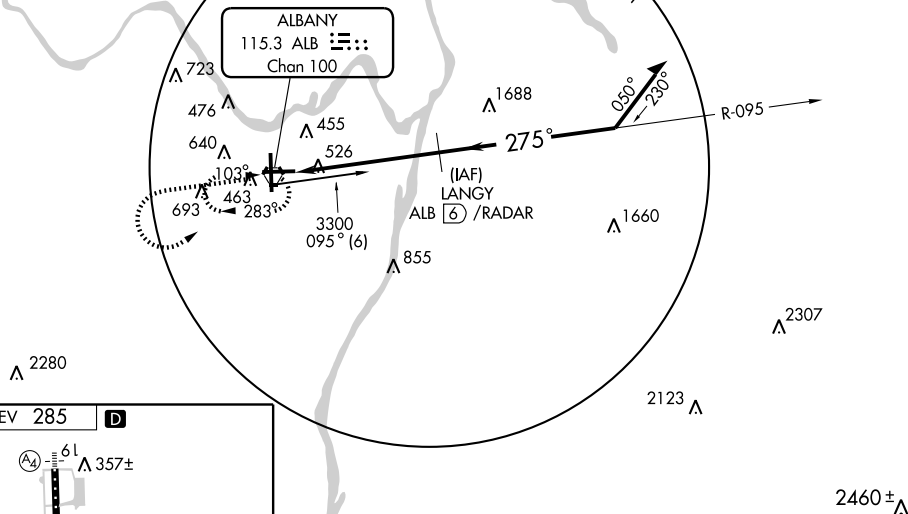
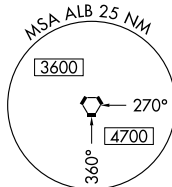
ALBANY APP CON
132.825 307.2

ALBANY TOWER
119.5 257.8

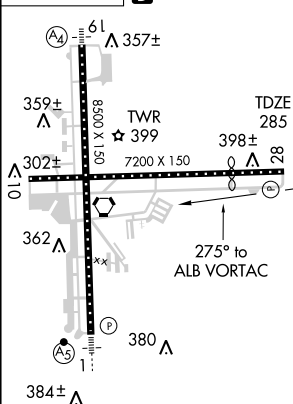
GND CON
121.7 348.6

CLNC DEL
127.50

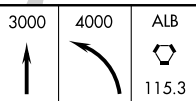
DME or RADAR REQUIRED



ELEV 285



HIRL Rwy 1-19
MIRL Rwy 10-28
REIL Rwy 10 and 28



VORTAC

LANGY
ALB [6] /RADAR

Remain
within 10 NM

3300



VGSI and descent
angles not coincident.

| CATEGORY | A | B | C | D |
|----------|-------------------|---|------------------------|------------------------|
| S-28 | 780-1 495 (500-1) | | 780-1¼ 495 (500-1¼) | 780-1½ 495 (500-1½) |
| CIRCLING | 840-1 555 (600-1) | | 840-1½ 555 (600-1½) | 840-2 555 (600-2) |

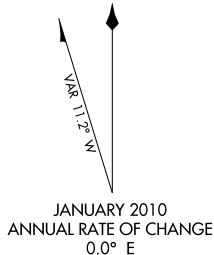
10210

AIRPORT DIAGRAM

AL-6495 (FAA)

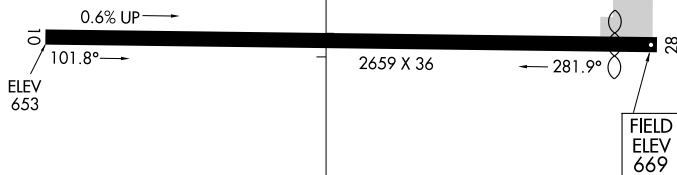
ALBION/PINE HILL (9G6)
ALBION, NEW YORK

CTAF/UNICOM
123.0



NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010



RWY 10-28
S-12

078°16.5'W

43°10.0'N

078°16.0'W

AIRPORT DIAGRAM

10210

ALBION, NEW YORK
ALBION/PINE HILL (9G6)

ALBION

PINE HILL (9G6) 5 SW UTC-5(-4DT) N43°10.41' W78°16.48'

669 NOTAM FILE BUF Not insp.

RWY 10-28: H2659X36 (ASPH) S-12 LIRL (NSTD) 0.6% up E

RWY 10: Tree. **RWY 28:** Thld dsplcd 250'. Road.

AIRPORT REMARKS: Unattended. Parachute Jumping. Rwy 10-28 limited to aircraft 12,500 lbs. 930' twr 930' SSE AER 28. 70'-80' trees 150' left AER 10. PAEW 75' east of Rwy 28. Rwy 10-28 localized open spalling with loose material located only at beginning Rwy 10. Rwy 10-28 NSTD LIRL first 225' east end unlgtd. ACTIVATE rwy lgts at 585-589-7758.

COMMUNICATIONS: CTAF/UNICOM 123.0

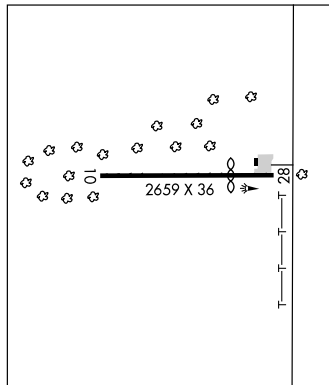
Ⓡ **BUFFALO APP DEP/CON** 126.15

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

BUFFALO (H) VOR/DME 116.4 BUF Chan 111 N42°55.74'

W78°38.78' 056° 22 NM to fld. 730/08W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services
1-888-766-8267.



DETROIT
L-31E, 32F
IAP, AD

ALPINE N42°14.32' W76°45.84' NOTAM FILE ELM.

NDB (MHW) 245 ALP 242° 7.4 NM to Elmira/Corning Rgnl.

NEW YORK
L-30J, 32F

ARCADE-TRI CO (D23) 2 N UTC-5(-4DT) N42°34.00' W78°25.57'

1745 NOTAM FILE BUF

RWY 09-27: 3220X60 (GRVL) MIRL

RWY 09: Trees. **RWY 27:** Brush.

RWY 14-32: 2710X80 (TURF)

RWY 14: Trees. **RWY 32:** Trees.

AIRPORT REMARKS: Unattended. Parachute activities irregular hrs. Arpt CLOSED winter months. Ultralgt acft prohibited. Rwy 09-27 CLOSED except PPR 716-537-9172. ACTIVATE MIRL Rwy 09-27-123.0.

COMMUNICATIONS: CTAF/UNICOM 123.0

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

DETROIT

ARGYLE (1C3) 2 NE UTC-5(-4DT) N43°15.27' W73°28.21'

330 S4 NOTAM FILE BTV

RWY 03-21: 2400X87 (TURF)

RWY 03: Trees. **RWY 21:** Brush.

AIRPORT REMARKS: Attended 1130Z±-dusk. Arpt may be CLOSED wet weather call 518-638-9723. Ultralghts on and invof arpt. Aerobatics box E of Rwy 03. Rwy 03-21 width varies from 87'-100'.

COMMUNICATIONS: CTAF 122.9

NEW YORK

AVON N43°00.60' W77°46.16' NOTAM FILE ROC.

NDB (MHW) 344 AVN 042° 7.8 NM to Greater Rochester Intl.

DETROIT
L-31E, 32F

BABYLON N40°40.35' W73°23.06' NOTAM FILE FRG.

NDB (HW) 275 BBN 353° 3.6 NM to Republic. NDB unusable byd 15 NM.

NEW YORK
COPTER
L-33B, 34F

| | | |
|------------------------|-----------------------------|--|
| APP CRS 059° | Rwy ldg TDZE Apt Elev | N/A N/A 669 |
|------------------------|-----------------------------|--|

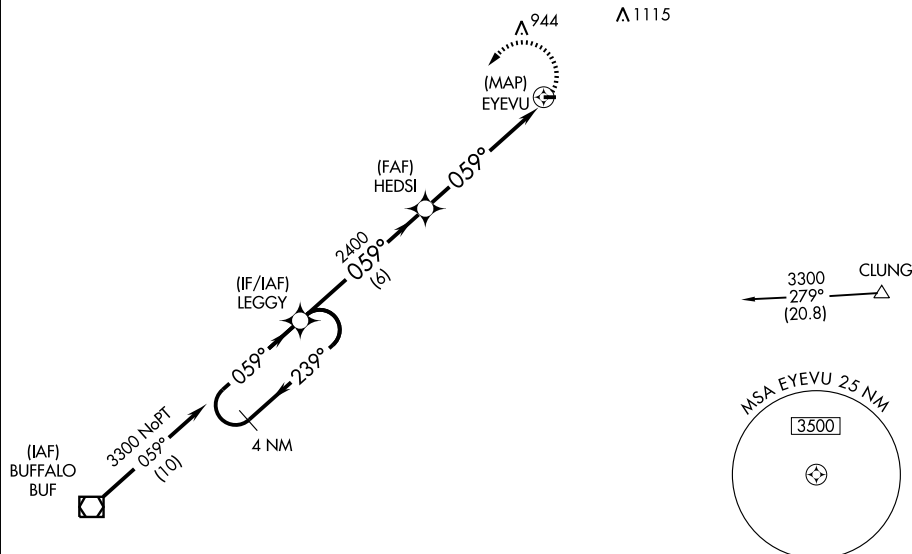
RNAV (GPS) -B

ALBION/ PINE HILL (9G6)

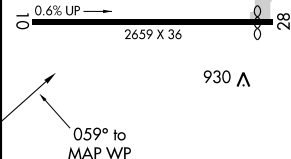
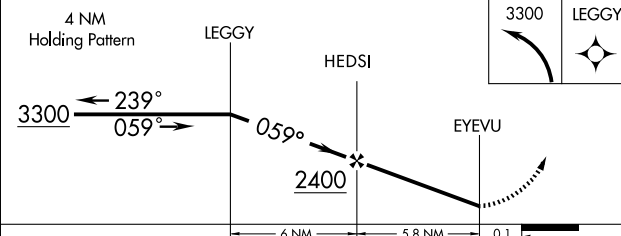
| | |
|---|---|
| <p>▽ DME/DME RNP-0.3 NA. Use Buffalo Niagara Intl altimeter setting, if not received use Niagara Falls Intl altimeter setting. Procedure NA at night.</p> <p>△ NA</p> | <p>MISSED APPROACH: Climbing left turn to 3300 direct LEGGY and hold.</p> |
|---|---|

BUFFALO APP CON
126.15 263.125

UNICOM
123.0 (CTAF) 0



| | |
|----------|------------------|
| ELEV 669 | Rwy 28 ldg 2409' |
|----------|------------------|



| CATEGORY | A | B | C | D |
|----------|--------|-------------|----|----|
| CIRCLING | 1360-1 | 691 (700-1) | NA | NA |

LIRL Rwy 10-28 **0**

BATAVIA

GENESEE CO (GVQ) 2 N UTC-5(-4DT) N43°01.91' W78°10.18'

DETROIT

914 B S4 FUEL 100LL, JET A1 + OX 1 TPA-1914(1000) NOTAM FILE GVQ

H-10H, 11B, L-31E, 32F

RWY 10: REIL. PAPI(P2L). Fence.

RWY 28: MALSR. REIL. PAPI(P2L)—GA 3.0° TCH 43'.

AIRPORT REMARKS: Attended Apr-Oct 1230-0100Z†, Nov-Mar

1230-2330Z†. Rwy 28 MALSR OTS indef. Rwy 28 REIL OTS indef.

ACTIVATE HIRL Rwy 10-28, PAPI Rwy 10 and Rwy 28, REIL Rwy 10 and Rwy 28, and MALSR Rwy 28—CTAF.

WEATHER DATA SOURCES: AWOS-3 127.525 (716) 343-6369.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ ROCHESTER APP/DEP CON 123.7 CLNC DEL 121.8

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

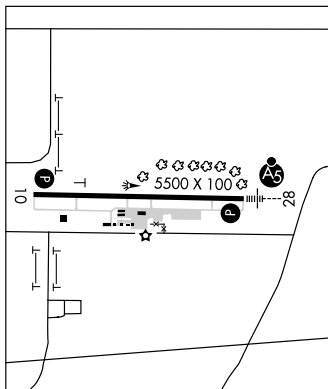
GENESED (L) VOR/DME 108.2 GEE Chan 19 N42°50.06'

W77°43.97' 311° 22.6 NM to fld. 990/09W.

ILS 108.9 I-GVQ Rwy 28.

COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services

1-888-766-8267.



BAYPORT AERODROME (23N) 1 NW UTC-5(-4DT) N40°45.51' W73°03.22'

NEW YORK

41 TPA-641(600) NOTAM FILE ISP

COPTER

RWY 18-36: 2740X150 (TURF)

RWY 18: Trees. Rgt tfc.

RWY 36: APAP(PNIR)—GA 5.0° TCH 20'. Thld dsplcd 550'. Trees.

AIRPORT REMARKS: Attended 1300Z†-dusk. Arpt CLOSED 30 minutes after SS-30 minutes before SR. Rwy 18-36 east 75' CLOSED Oct-Apr, west 75' CLOSED May-Sep. No closed tfc pattern or touch and go landings. All tfc enter 45° left base for Rwy 36 at 600 ft MSL due to heavy jet tfc Rwy 33L at ISP. All tfc enter 45° rgt downwind for Rwy 18 over lakes at 600 ft MSL due to heavy jet tfc Idg Rwy 33L at ISP. Rwy 36 dsplcd thld marked with one ft wide apron and 2 ft wide thld (white) both made with conc blocks flush with turf surface. Phone at arpt 631-472-4747.

COMMUNICATIONS: CTAF/UNICOM 122.7

BECKS GROVE (See ROME)

BINGHAMTON N42°09.45' W76°08.19' NOTAM FILE BUF.

NEW YORK

(L) VORTAC 112.2 CFB Chan 59 076° 7.6 NM to Greater Binghamton/Edwin A Link Fld. 1583/10W. L-301, 32F

| | | | |
|---------------------|-------------|----------|-------------|
| LOC I-GVQ | APP CRS | Rwy Idg | 5500 |
| <u>108.9</u> | 282° | TDZE | 911 |
| | | Apt Elev | 913 |

ILS or LOC RWY 28
BATAVIA/GENESEE COUNTY (GVQ)

T When local altimeter setting not received, use Rochester altimeter setting and increase all DA 102 feet and all MDA 120 feet;
A NA increase S-LOC 28 Cats C/D and Circling Cat D visibility $\frac{1}{4}$ mile.


MALSR

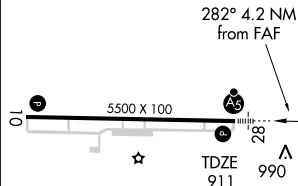
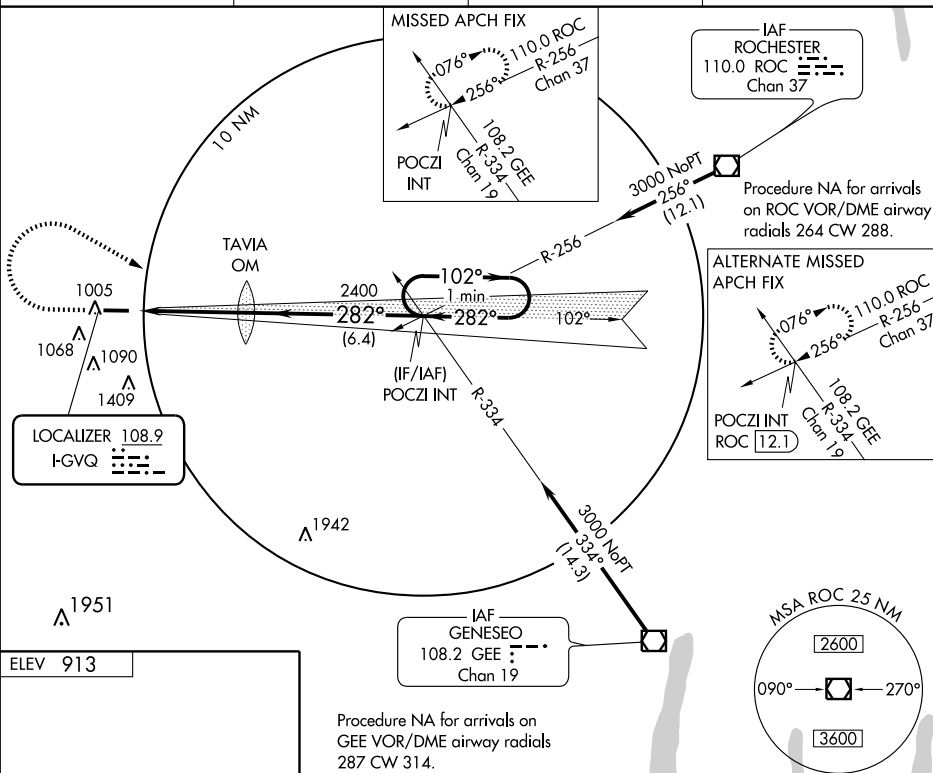
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 130° and I-GVQ east course to POCZI INT and hold.

AWOS-3
127.525

ROCHESTER APP CON
123.7 322.3

CLNC DEL
121 8

UNICOM
122.7 (CTAF) 



REIL Rwy 10 and 28 **L**
HIRL Rwy 10-28 **L**

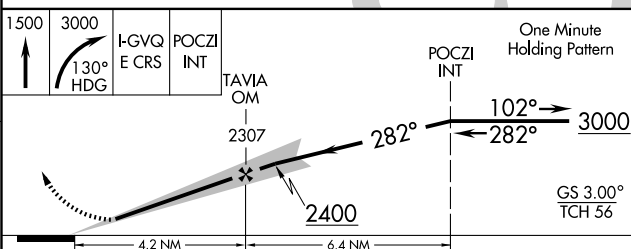
FAF to MAP 4.2 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

BATAVIA, NEW YORK

Amdt 6A 09127

Procedure NA for arrivals on
GEE VOR/DME airway radials
287 CW 314.



| CATEGORY | A | B | C | D |
|----------|--------------------|-------------|-------------------------|-----------------------|
| S-ILS 28 | 1111-½ 200 (200-½) | | | |
| S-LOC 28 | 1260-½ 349 (400-½) | | | 1260-¾ 349 (400-¾) |
| CIRCLING | 1380-1 | 467 (500-1) | 1380-1½ 467 (500-1½) | 1480-2 567 (600-2) |

BATAVIA/GENESEE COUNTY (GVQ)

ILS or LOC RWY 28

43°02'N - 78°10'W

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 86311 W28A | APP CRS 282° | Rwy Idg TDZE Apt Elev | 5500 911 913 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 28

BATAVIA/GENESEE COUNTY (GVQ)

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 102 feet and all MDA 120 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Rochester altimeter setting. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR, when using Rochester altimeter setting increase LPV visibility all Cats to 1¼ mile.



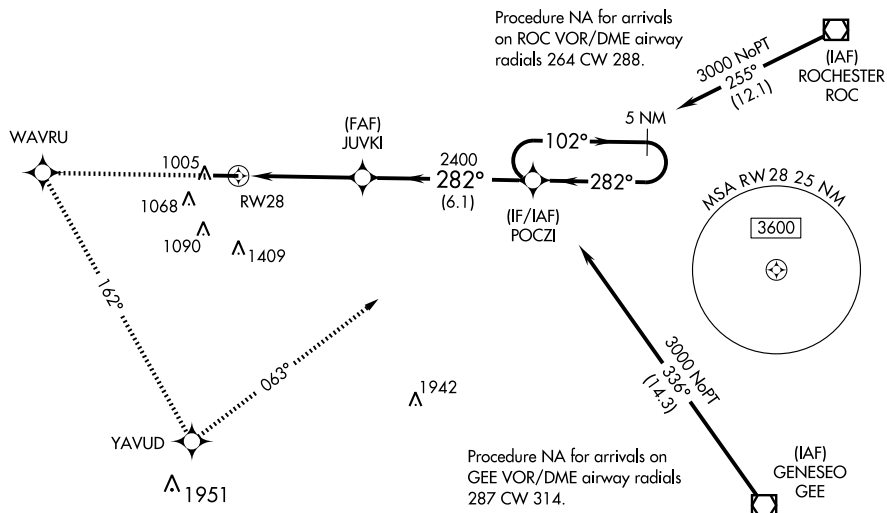
MISSED APPROACH: Climb to 3300 direct WAVRU and left turn via 162° track to YAVUD and left turn via 063° track to POCZI and hold.

AWOS-3
127.525

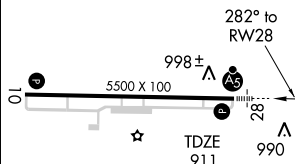
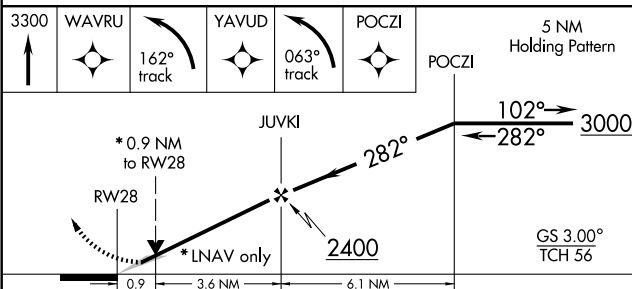
ROCHESTER APP CON
123.7 322.3

CLNC DEL
121.8

UNICOM
122.7 (CTAF) 0



ELEV 913



| CATEGORY | A | B | C | D |
|--------------|------------------------|---|------------------------|--------------------|
| LPV DA | 1161-1/2 250 (300-1/2) | | | |
| LNAV/VNAV DA | 1364-1 453 (500-1) | | | |
| LNAV MDA | 1260-1/2 349 (400-1/2) | | | 1260-1 349 (400-1) |
| CIRCLING | 1380-1 467 (500-1) | | 1380-1/2 467 (500-1/2) | 1480-2 567 (600-2) |

REIL Rwy 10 and 28 0
HIRL Rwy 10-28 0

| | | | |
|----------------|-------------|----------|------------|
| VOR/DME GEE | APP CRS | Rwy Idg | N/A |
| 108.2 | 311° | TDZE | N/A |
| Chan 19 | | Apt Elev | 913 |

VOR/DME-A

BATAVIA/GENESEE COUNTY (GVQ)

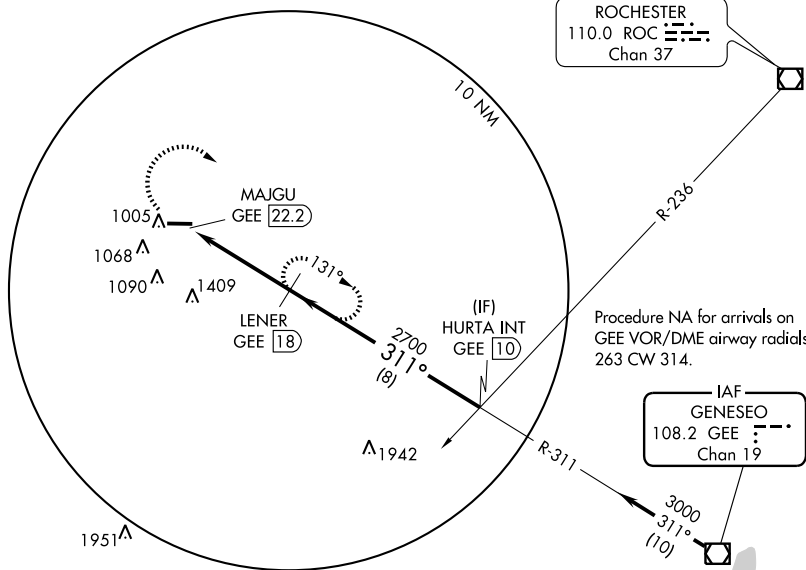
T When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 120 feet; increase Cat C and D visibility $\frac{1}{2}$ mile.

MISSED APPROACH: Climbing right turn to 3000 via GEE VOR/DME R-311 to LENER/18 DME and hold, continue to climb-in-hold to 3000.

AWOS-3
127,525

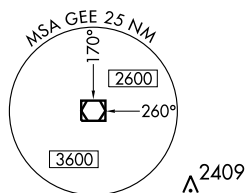
ROCHESTER APP CON
123.7 322.3


CLNC DE
121.8

UNICOM
122.7 (CTAF) **L**

Procedure NA for arrivals on
GEE VOR/DME airway radials
263 CW 314.

IAF
GENESEO
108.2 GEE
Chan 19



| | |
|---|-----------------|
| 3000  GEE R-311 108.2 | LENER GEE 18 |
|---|-----------------|

HURTA INT
GEE 10

3000

Procedure

Turn NA

MAJGU
GEE 22.2

LENER
GEE 18
2700

HURTA INT
GEE 10

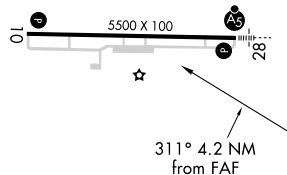
3000

Procedure

Turn NA

| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|-----------------------|---------------------------|
| CIRCLING | 1620-1 707 (800-1) | 1620-1¼ 707 (800-1¼) | 1620-2 707 (800-2) | 1620-2 ¼ 707 (800-2 ¼) |

ELEV 913



REIL Rwy 10 and 28 **L**
HIRL Rwy 10-28 **L**

BATAVIA, NEW YORK

Amdt 5B 09015

BATAVIA/GENESEE COUNTY (GVQ)

VOR/DME-A

43°02'N - 78°10'W

NE-2, 23 SEP 2010 to 21 OCT 2010

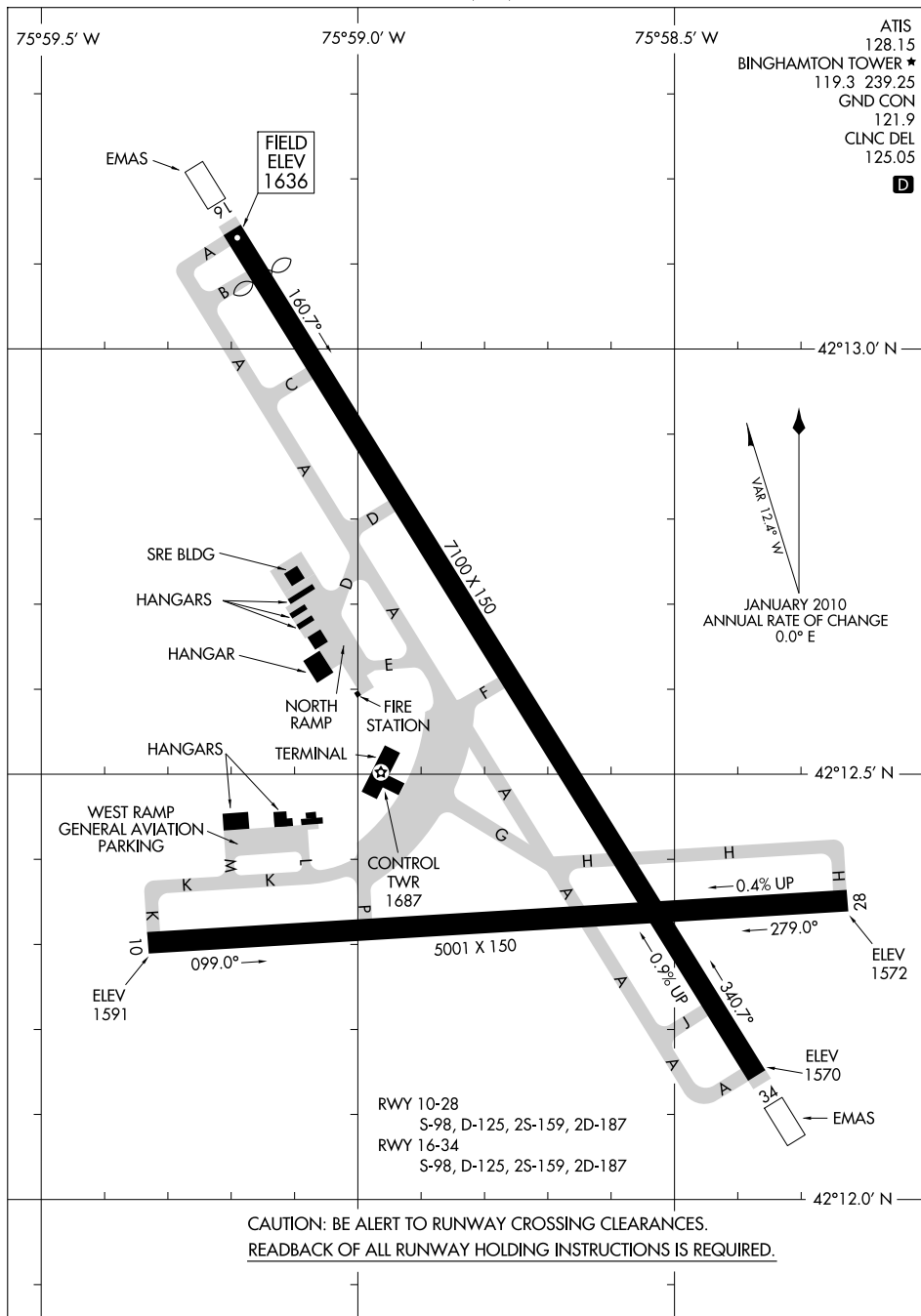
NE-2. 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)
AL-20 (FAA)

BINGHAMTON, NEW YORK

NE-2, 23 SEP 2010 to 21 OCT 2010



NE-2, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

BINGHAMTON, NEW YORK
BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

BINGHAMTON**GREATER BINGHAMTON/EDWIN A LINK FLD** (BGM) 7 N UTC-5(-4DT)

NEW YORK

N42°12.51' W75°58.78'

H-10H, 11C, 12J, L-30J, 32F, 33A

1636 B S2 FUEL 100LL, JET A OX 3, 4 TPA-2436(800) Class I, ARFF Index B

IAP, AD

NOTAM FILE BGM

RWY 16-34: H7100X150 (ASPH-GRVD) S-98, D-125, 2S-159,
2D-187 HIRL 0.9% up NWRWY 16: MALSR. PAPI(P2L)—GA 3.0°TCH 52'. Thld displcd 400'.
Antenna.

RWY 34: MALSR. PAPI(P2L)—GA 3.0°TCH 44'.

RWY 10-28: H5001X150 (ASPH-GRVD) S-98, D-125, 2S-159,
2D-187 MIRL 0.4% up W

RWY 10: VASI(V4L)—GA 3.0°TCH 55' (Unmonitored).

RWY 28: REIL. VASI(V4L)—GA 3.0°TCH 45'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 10: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

RWY 16: TORA-7100 TODA-7100 ASDA-7100 LDA-6699

RWY 28: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

RWY 34: TORA-7100 TODA-7100 ASDA-7100 LDA-7100

ARRESTING GEAR/SYSTEM

RWY 16: EMAS

RWY 34: EMAS

AIRPORT REMARKS: Attended continuously. Lgtd structure 118 ft AGL

2000 ft south of apch end Rwy 10. Bird activity on and in vicinity of arpt. PPR 12 hours for unscheduled air carrier ops with more than 9 passenger seats 0400-1100Z± call arpt manager 607-763-4474. ARFF available 1015-0545Z± and/or until 15 minutes after the last scheduled air carrier opr. Tower unable to see hard surface W of maintenance building. FBO services available Sun-Sat 0930-0300Z±. For after hrs services ctc 607-727-5975/481-0726/727-9621. When twr clsd ACTIVATE HIRL Rwy 16-34, MIRL Rwy 10-28, MALSR Rwy 16 and Rwy 34 and twy lgts—CTAF. Ldg fee for multi-engine and turbine acft over 4000 pounds. U.S. Customs user fee arpt.

WEATHER DATA SOURCES: ASOS (607) 729-8335.**COMMUNICATIONS:** CTAF 119.3 ATIS 128.15 UNICOM 122.95

BINGHAMTON RCO 122.1R 112.2T (BUFFALO RADIO)

Ⓡ BINGHAMTON APP/DEP CON 118.6 (surface-5000') 127.55 (6000'-8000') (1100-0500Z±)

Ⓡ NEW YORK CENTER APP/DEP CON 132.175 (0500-1100Z±)

BINGHAMTON TOWER 119.3 (1100-0500Z±) GND CON 121.9 CLNC DEL 125.05

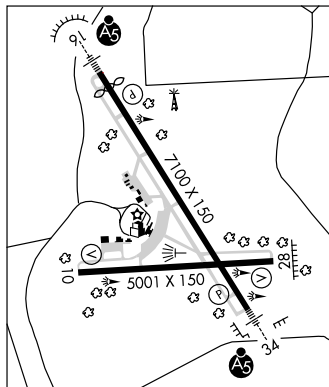
AIRSPACE: CLASS D svc 1100-0500Z± other times CLASS E. TRSA svc ctc APP CON.**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.

BINGHAMTON (L) VORTAC 112.2 CFB Chan 59 N42°09.45' W76°08.19' 076° 7.6 NM to fld. 1583/10W.

SMITE NDB (LOM) 332 BG N42°06.28' W75°53.47' 340° 7.4 NM to fld.

ILS 110.3 I-BGM Rwy 34. Class IA. LOM SMITE NDB. ILS unmonitored when twr clsd.

ILS 110.3 I-AAJ Rwy 16. ILS unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: When BGM twr clsd, clnc del thru Flight Services on CFB VOR 122.1R/112.2T and 1-888-766-8267.**BREIT** N43°07.59' W77°33.24' NOTAM FILE ROC.

NDB (LOM) 400 RO 275° 5.2 NM to Greater Rochester Intl

BRIDGE N40°34.09' W73°52.98' NOTAM FILE ISP.

NDB (MHW) 414 OGY 060° 6.5 NM to John F. Kennedy.

Unusable 011°-055° byd 15 NM; 300°-010° byd 7 NM.

NEW YORK

COPTER

L-34H

BRIEL N44°28.61' W74°07.45' NOTAM FILE SLK.

NDB (LOM) 395 SL 227° 6.5 NM to Adirondack Rgnl.

MONTREAL

L-32G

| | | | |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-BGM 110.3 | APP CRS 340° | Rwy Idg TDZE Apt Elev | 7100 1600 1636 |
|---------------------------|------------------------|-----------------------------|---|

BINGHAMTON/
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

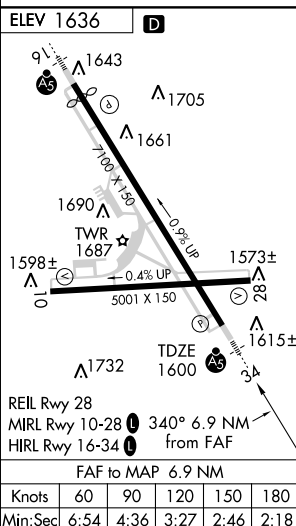
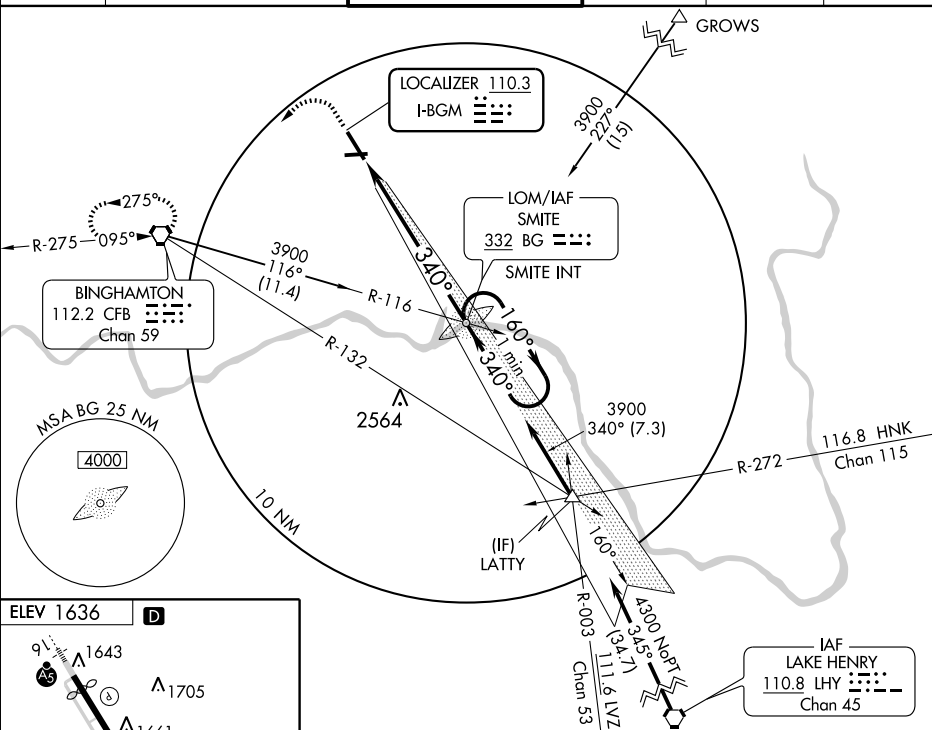
ILS or LOC RWY 34

When local altimeter setting not received, use Ithaca altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase S-ILS all Cats, S-LOC and Circling Cats C and D visibility $\frac{1}{4}$ mile.
 For inoperative MALSR increase S-LOC 34 Cat D visibility to RVR 5000.
 For inoperative MALSR when using Ithaca altimeter setting, increase S-ILS all Cats visibility to RVR 6000.



MISSED APPROACH: Climb to 2200 then climbing left turn to 3900 direct CFB VORTAC and hold.

| | | | | | |
|-----------------------|--|--|-------------------------|---------------------------|-------------------------|
| ATIS 128.15 | BINGHAMTON APP CON ★ 118.6 257.625 | BINGHAMTON TOWER ★ 119.3 (CTAF) 239.25 | GND CON 121.9 | CLNC DEL 125.05 | UNICOM 122.95 |
|-----------------------|--|--|-------------------------|---------------------------|-------------------------|



BINGHAMTON, NEW YORK

Amdt 3 11FEB10

BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

42° 13'N - 75° 59'W

ILS or LOC RWY 34

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

| | | | |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-AAJ 110.3 | APP CRS 158° | Rwy Idg TDZE Apt Elev | 6700 1634 1636 |
|---------------------------|------------------------|-----------------------------|---|

BINGHAMTON/

GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

ILS RWY 16

▼ For inoperative MALS, increase S-LOC 16 Cat. D
▲ visibility to 1 mile.

MALS



MISSED APPROACH: Climb to 2000, then climbing
right turn to 3700 direct CFB VORTAC and hold.

ATIS
128.15

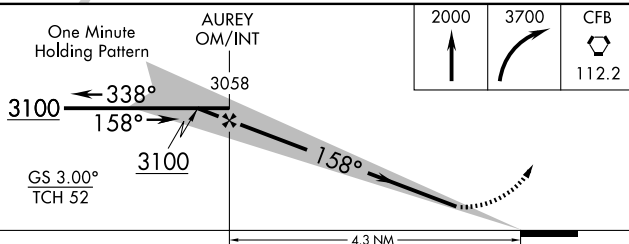
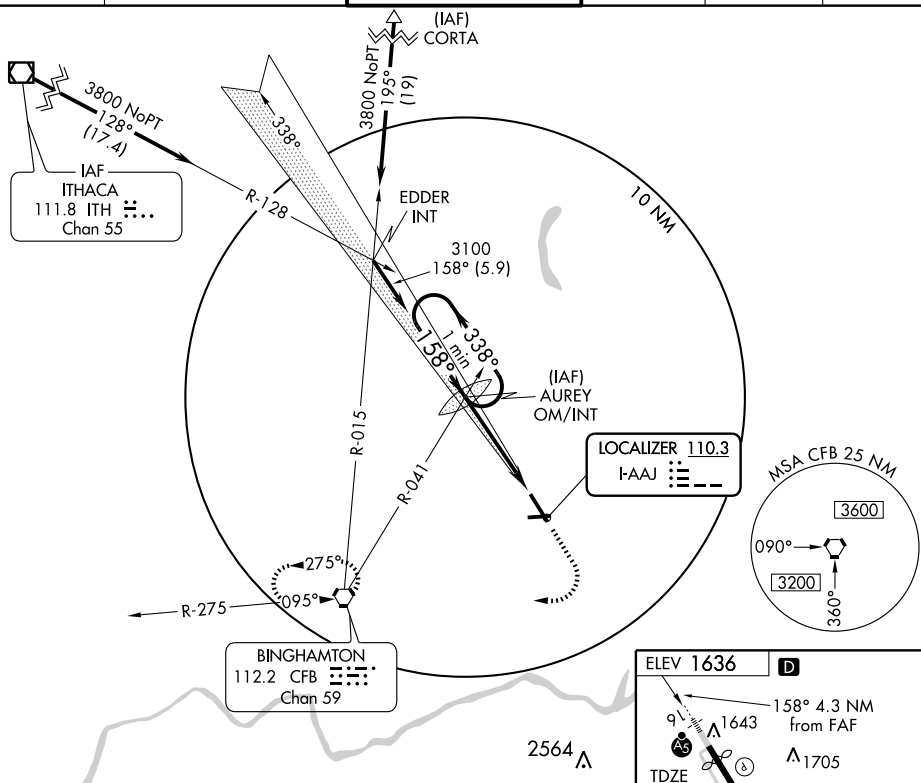
BINGHAMTON APP CON ★
118.6 257.625

BINGHAMTON TOWER ★
119.3 (CTAF) 0 239.25

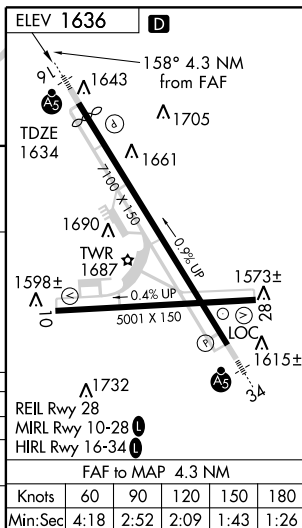
GND CON
121.9

CLNC DEL
125.05

UNICOM
122.95



| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------------|---------------------------|
| S-ILS 16 | | 1884-1/2 | 250 (300-1/2) | |
| S-LOC 16 | | 1920-1/2 | 286 (300-1/2) | 1920-3/4 286 (300-3/4) |
| CIRCLING | 2100-1 | 464 (500-1) | 2100-1 1/2 464 (500-1 1/2) | 2200-2 564 (600-2) |



| | | |
|--|------------------------|--|
| WAAS CH 66015 W16A | APP CRS 160° | Rwy Idg TDZE 6700 Apt Elev 1634 1636 |
|--|------------------------|--|

BINGHAMTON/
GREATER BINGHAMTON/EDWIN A. LINK FIELD(BGM)

RNAV (GPS) RWY 16

When VGSI inoperative, Circling Rwy 34 NA at night. Inoperative table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

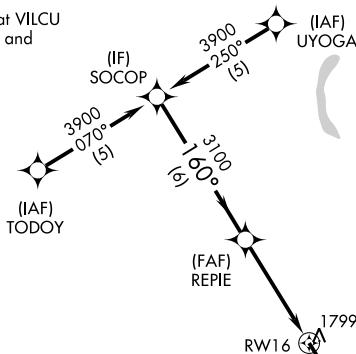
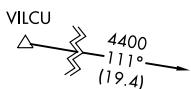
- ▼ When local altimeter setting not received, use Ithaca altimeter setting and increase all DA 138 feet and all MDA 140 feet and increase LNAV/VNAV all Cats visibility $\frac{1}{2}$ mile and LNAV and Circling Cats C and D visibility $\frac{1}{4}$ mile. For inoperative MALSR increase LNAV Cats A, C and D visibility $\frac{1}{4}$ mile. For inoperative MALSR when using Ithaca altimeter setting increase LPV all Cats visibility $\frac{1}{2}$ mile, LNAV Cats A and B visibility $\frac{1}{4}$ mile. Baro-VNAV and VDP NA when using Ithaca altimeter setting.



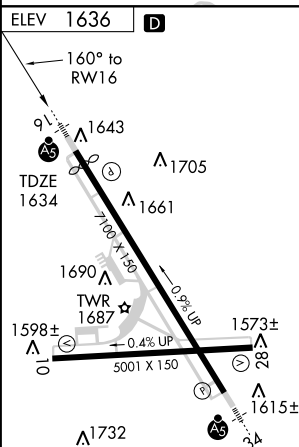
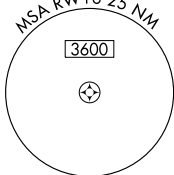
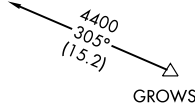
MISSED APPROACH:
Climb to 4000 direct
WUSOB and hold.

| | | | | | |
|-----------------------|--|--|-------------------------|---------------------------|-------------------------|
| ATIS 128.15 | BINGHAMTON APP CON ★ 118.6 257.625 | BINGHAMTON TOWER ★ 119.3 (CTAF) 0 239.25 | GND CON 121.9 | CLNC DEL 125.05 | UNICOM 122.95 |
|-----------------------|--|--|-------------------------|---------------------------|-------------------------|

Procedure NA for arrivals at VILCU
via V252 Northwest Bound and
V428 Southwest Bound.



Procedure NA for arrival at
GROWS via V542 Eastbound,
and V153 Southbound.



REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34

| | | | | | |
|-------------------------|---|--|--|----------------------|-----------------------|
| SOCOP | | VGSI and RNAV glidepath not coincident. | | 4000 | WUSOB |
| 3900 | | 160° | | *1.2 NM to RWY 16 | |
| Procedure Turn NA | | 3100 | | *LNAV only | |
| GS 3.00° | | 6 NM | | 3.2 NM | |
| TCH 53 | | 1.2 | | RWY 16 | |
| CATEGORY | A | B | C | D | |
| LPV DA | 1884- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$) | | | | |
| LNAV/VNAV DA | 1984- $\frac{3}{4}$ 350 (400- $\frac{3}{4}$) | | | | |
| LNAV MDA | 2060- $\frac{3}{4}$ 426 (500- $\frac{3}{4}$) | | | | 2060-1 426 (500-1) |
| CIRCLING | 2120-1 484 (500-1) | | 2120-1 $\frac{1}{2}$ 484 (500-1 $\frac{1}{2}$) | | 2200-2 564 (600-2) |

BINGHAMTON, NEW YORK
Amdt 1 11 FEB10

BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)
42° 13'N - 75° 59'W

RNAV (GPS) RWY 16

APP CRS **279°**
Rwy Idg **5001**
TDZE **1587**
Apt Elev **1636**

RNAV (GPS) RWY 28

BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

⚠ When VGSI inoperative, Circling Rwy 34 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ithaca altimeter setting and increase all MDA 140 feet and LNAV Cat C and Circling Cat C and D visibility $\frac{1}{4}$ mile and LNAV Cat D visibility $\frac{1}{2}$ mile. VDP NA when using Ithaca altimeter setting.

MISSED APPROACH: Climbing right turn to 3500 direct IPIPE and hold.

ATIS
128.15

BINGHAMTON APP CON ★
118.6 257.625

BINGHAMTON TOWER ★
119.3 (CTAF) 0 239.25

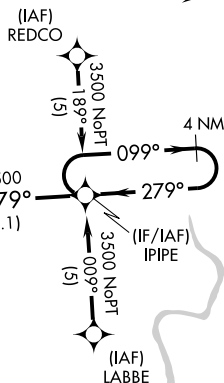
GND CON
121.9

CLNC DEL
125.05

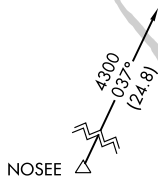
UNICOM
122.95

Procedure NA for arrivals at OXFOR via V542 Eastbound.

4200
256°
(9)



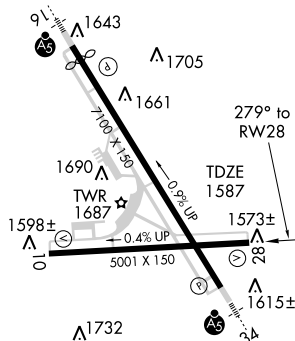
△ 2564



Procedure NA for arrivals at NOSEE via V29 Southbound and V576 Westbound.

ELEV 1636

D



| 3500 | | 4 NM Holding Pattern | |
|------------------------|--|------------------------|--|
| IPIPE | | FEBUT | |
| 1.2 NM to RW28 | | 279° | |
| RW28 | | 3500 | |
| 1.2 | | 4.6 NM | |
| CATEGORY | | A | |
| LNAV MDA | | 2000-1 413 (400-1) | |
| CIRCLING | | 2120-1 484 (500-1) | |
| C | | D | |
| 2000-1 413 (400-1 1/4) | | 2120-1 484 (500-1 1/2) | |
| 2200-2 | | 564 (600-2) | |

REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34

BINGHAMTON, NEW YORK
Amdt 1 11 FEB10

BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

42° 13'N - 75° 59'W

RNAV (GPS) RWY 28

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

| | | |
|--|------------------------|---|
| WAAS CH 93915 W34A | APP CRS 340° | Rwy Idg 7100 TDZE 1600 Apt Elev 1636 |
|--|------------------------|---|

BINGHAMTON/
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)**RNAV (GPS) RWY 34**

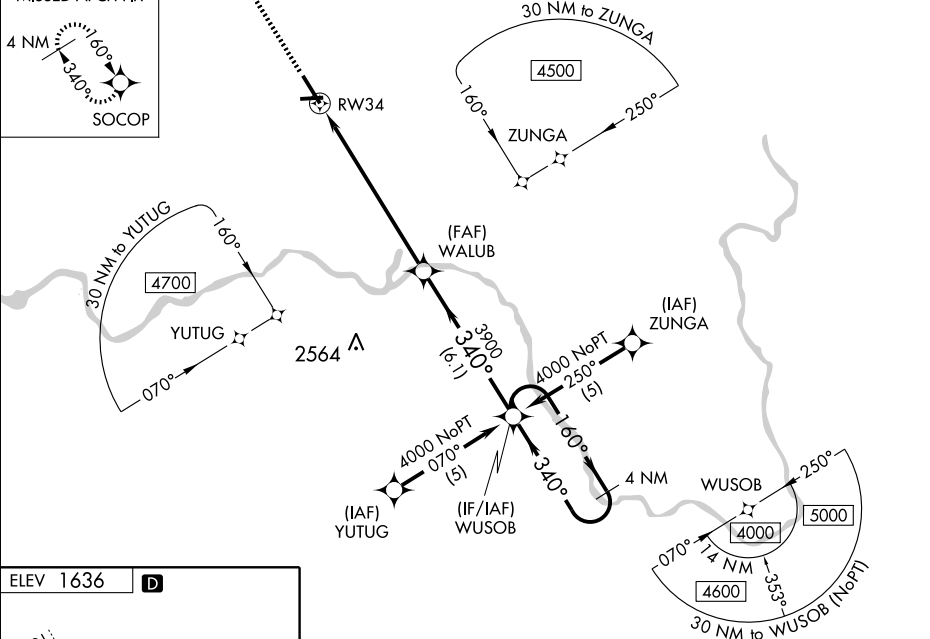
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ithaca altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase LPV all Cats, LNAV Cats C and D and Circling Cat C and D visibility ¼ mile, and LNAV/VNAV all Cats visibility ½ mile. For inoperative MALSR when using Ithaca altimeter setting increase LPV all Cats visibility to RVR 6000. Baro-VNAV and VDP NA when using Ithaca altimeter setting.



MISSED APPROACH:
Climb to 3900 direct
SOCOP and hold.

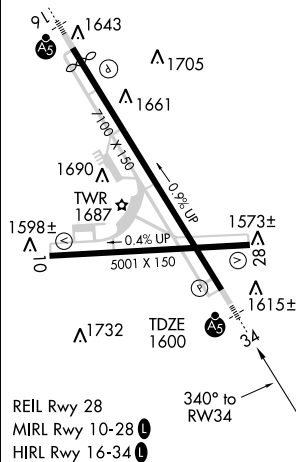
| | | | | | |
|-----------------------|--|--|-------------------------|---------------------------|-------------------------|
| ATIS 128.15 | BINGHAMTON APP CON ★ 118.6 257.625 | BINGHAMTON TOWER ★ 119.3 (CTAF) 0 239.25 | GND CON 121.9 | CLNC DEL 125.05 | UNICOM 122.95 |
|-----------------------|--|--|-------------------------|---------------------------|-------------------------|

MISSED APCH FIX



ELEV 1636

D



3900 SOCOP

VGSi and RNAV Glidepath
not coincident.WUSOB 4 NM
Holding Pattern

*LNAV only

*1.3 NM to RW34

WALUB

RW34

3900

160°

4000

340°

GS 3.00°

TCH 44

1.3

5.8 NM

6.1 NM

CATEGORY

A

B

C

D

LPV DA

1800/24

200 (200-½)

LNAV/VNAV DA

2082/60

482 (500-1¼)

LNAV MDA

2040/24

440 (500-½)

2040/40

440 (500-¾)

2040/50

440 (500-1)

CIRCLING

2120-1

484 (500-1)

2120-1½

484 (500-1½)

2200-2

564 (600-2)

| | | |
|--|------------------------|---|
| VORTAC CFB 112.2 Chan 59 | APP CRS 260° | Rwy Idg 5001 TDZE 1587 Apt Elev 1636 |
|--|------------------------|---|

BINGHAMTON/
GREATER BING

VOR/DME RWY 28

GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

T When local altimeter setting not received, use Ithaca altimeter
A setting and increase all MDA 140 feet, S-28 Cat C and Circling
Cat C and D visibility $\frac{1}{4}$ mile and S-28 Cat D visibility $\frac{1}{2}$ mile.

MISSED APPROACH: Climb to 3500
direct CFB VORTAC and hold.

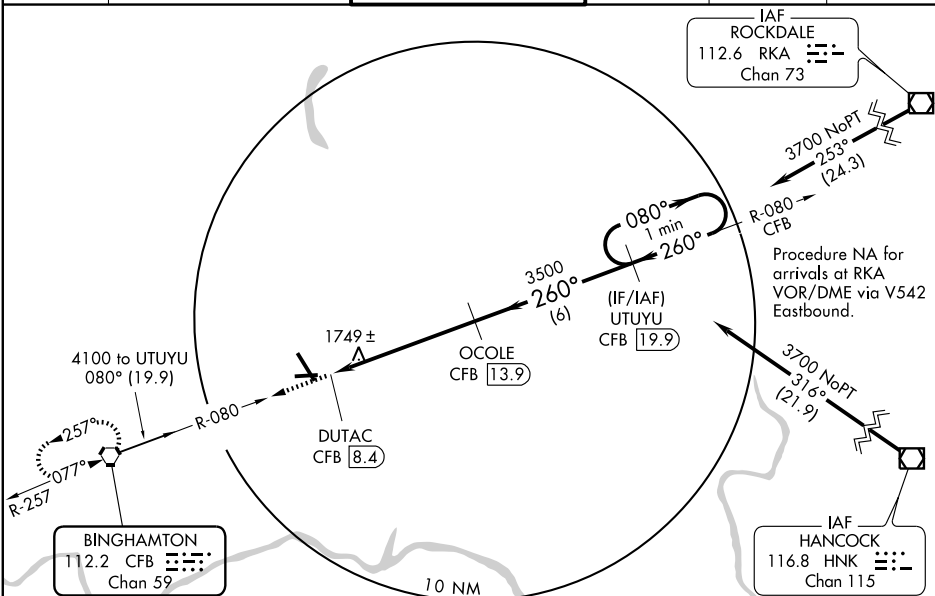
ATIS
128.15

BINGHAMTON APP CON ★
118.6 257.625

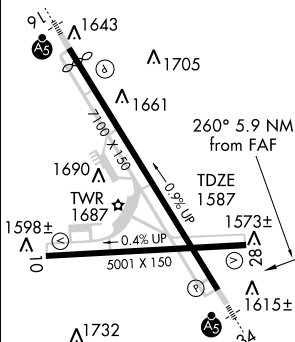
BINGHAMTON TOWER ★
119.3 (CTAF) **L** 239.25

GND CON
121.9

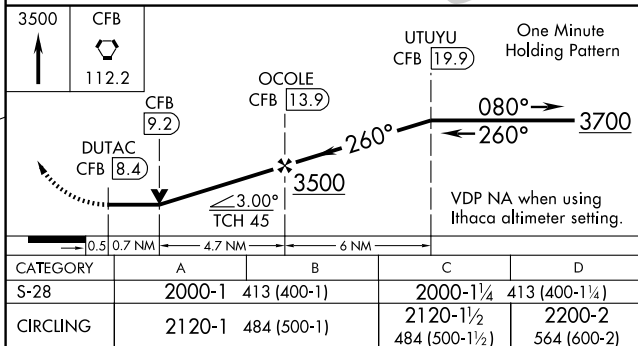
CLNC DEL
125.05

UNICOM
122.95

ELEV 1636



REIL Rwy 28
MIRL Rwy 10-28 **L**
HIRL Rwy 16-34 **L**



BINGHAMTON, NEW YORK
Amdt 11 11FEB10

BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

42° 13'N - 75° 59'W

VOR/DME RWY 28

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

VORTAC CFB
112.2
Chan **59**

APP CRS
077°

Rwy ldg **5001**
TDZE **1591**
Apt Elev **1636**

BINGHAMTON/
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

VOR or GPS RWY 10

GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)



MISSED APPROACH: Climbing left turn
to 3300 direct CFB VORTAC and hold.

ATIS
128.15

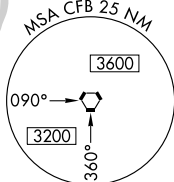
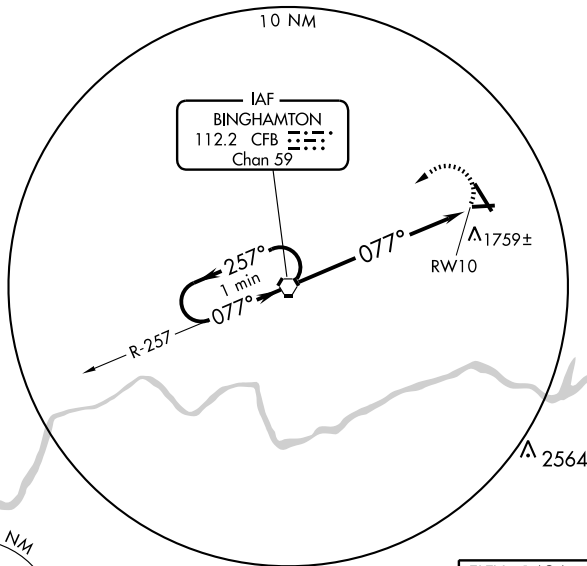
BINGHAMTON APP CON ★
118.6 257.625

BINGHAMTON TOWER ★
119.3 (CTAF) 239.25

GND CON
121.9

CLNC DEL
125.05

UNICOM
122.95



One Minute
Holding Pattern

VORTAC

3300 ← 257°
077° → 3300

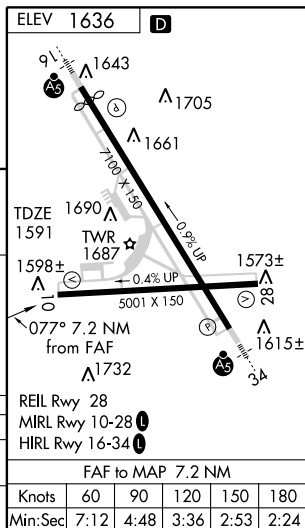
3300 CFB
112.2

CFB
5.8

RW10
CFB
7.2

5.8 NM 1.4 NM

| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|-------------------------|
| S-10 | 2080-1 | 489 (500-1) | 2080-1¼ 489 (500-1¼) | 2080-1½ 489 (500-1½) |
| CIRCLING | 2100-1 | 464 (500-1) | 2100-1½ 464 (500-1½) | 2200-2 564 (600-2) |



BROCKPORT**LEDGEDALE AIRPARK** (7G0) 3 SE UTC-5(-4DT) N43°10.87' W77°54.93'

665 S4 FUEL 100LL, JET A NOTAM FILE BUF

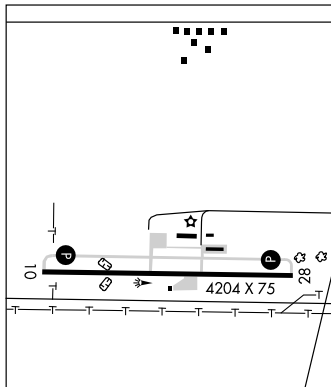
RWY 10-28: H4204X75 (ASPH) S-12 MIRL**RWY 10:** REIL. PAPI(P2L)—GA 4.0° TCH 36'. Tree.**RWY 28:** REIL. PAPI(P2R)—GA 4.0° TCH 20'. Tree.

AIRPORT REMARKS: Attended 1500-2100Z†. For attendance other hrs Mon-Fri 585-637-5050. Deer on and in vof arpt. Migratory birds on arpt in spring and fall. Rwy 10 REIL OTS indef. **ACTIVATE MIRL** Rwy 10-28, REIL Rwy 10 and Rwy 28, PAPI Rwy 10 and Rwy 28—CTAF.

COMMUNICATIONS: CTAF 122.7 UNICOM 123.0® **ROCHESTER APP/DEP CON** 123.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE ROC.

ROCHESTER (L) VOR/DME 110.0 ROC Chan 37 N43°07.08' W77°40.37' 302° 11.3 NM to fld. 549/12W.

COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1-888-766-8267.



DETROIT
L-31E, 32F
IAP

BROOKHAVEN (See SHIRLEY)**BUFFALO****BUFFALO AIRFIELD** (9G0) 6 SE UTC-5(-4DT) N42°51.72' W78°43.00'

670 B S4 FUEL 100LL TPA-1500 (830) NOTAM FILE BUF

RWY 06-24: H2668X59 (ASPH) S-8 MIRL 0.3% up NE.**RWY 06:** Brush. **RWY 24:** Fence.

AIRPORT REMARKS: Attended daylight hours. Deer on and in vof arpt. 24 hrs self fuel with credit card. Rwy 06 218' safety area; Rwy 24 76' safe area. **ACTIVATE MIRL** Rwy 06-24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.975® **BUFFALO APP DEP/CON** 126.15**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.

(H) **VOR/DME** 116.4 BUF Chan 111 N42°55.74' W78°38.78' 226° 5.1 NM to fld. 730/08W.

COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1-888-766-8267.

DETROIT
L-301, 31E
IAP

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4204 |
| 282° | TDZE | 666 |
| | Apt Elev | 666 |

RNAV (GPS) RWY 28

BROCKPORT / LEDGEDALE AIRPARK (7G0)

▼ DME/DME RNP-0.3 NA.
▲ NA Use Rochester altimeter setting; when not received, use Buffalo altimeter setting and increase all MDAs 60 feet and LNAV Cat. D visibility ¼ mile.

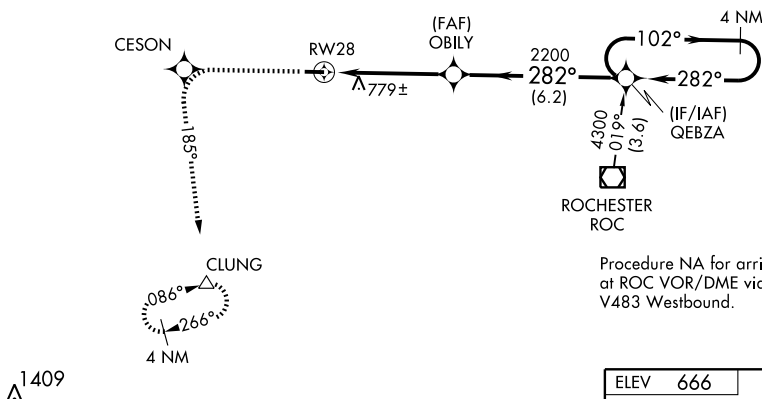
MISSED APPROACH: Climb to 3500 direct CESON and left turn via 185° track to CLUNG and hold.

ROCHESTER ASOS
124.825

ROCHESTER APP CON
123.7 322.3

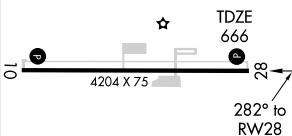
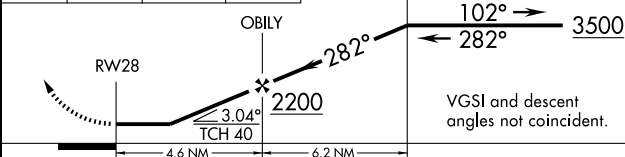
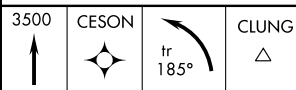
CTAF
122.7 0

UNICOM
123.0



Procedure NA for arrivals
 at ROC VOR/DME via
 V483 Westbound.

ELEV **666**



| CATEGORY | A | B | C | D |
|----------|--------|-------------|--------------|--------------|
| LNAV MDA | 1080-1 | 414 (500-1) | 1080-1¼ | 414 (500-1¼) |
| CIRCLING | 1160-1 | 494 (500-1) | 1160-1½ | 1220-2 |
| | | | 494 (500-1½) | 554 (600-2) |

MIRL Rwy 10-28 **0**
 REIL Rwy 10 and 28 **0**

BROCKPORT**LEDGEDALE AIRPARK** (7G0) 3 SE UTC-5(-4DT) N43°10.87' W77°54.93'

665 S4 FUEL 100LL, JET A NOTAM FILE BUF

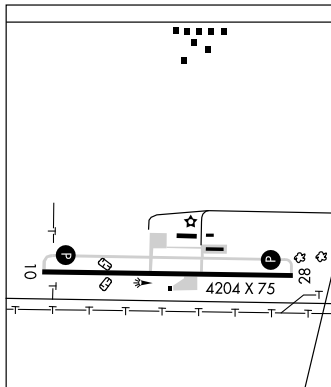
RWY 10-28: H4204X75 (ASPH) S-12 MIRL**RWY 10:** REIL. PAPI(P2L)—GA 4.0° TCH 36'. Tree.**RWY 28:** REIL. PAPI(P2R)—GA 4.0° TCH 20'. Tree.

AIRPORT REMARKS: Attended 1500-2100Z†. For attendance other hrs Mon-Fri 585-637-5050. Deer on and invof arpt. Migratory birds on arpt in spring and fall. Rwy 10 REIL OTS indef. **ACTIVATE MIRL** Rwy 10-28, REIL Rwy 10 and Rwy 28, PAPI Rwy 10 and Rwy 28—CTAF.

COMMUNICATIONS: CTAF 122.7 UNICOM 123.0® **ROCHESTER APP/DEP CON** 123.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE ROC.

ROCHESTER (L) VOR/DME 110.0 ROC Chan 37 N43°07.08' W77°40.37' 302° 11.3 NM to fld. 549/12W.

COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services
1-888-766-8267.

**DETROIT****L-31E, 32F****IAP****BROOKHAVEN**

(See SHIRLEY)

BUFFALO**BUFFALO AIRFIELD** (9G0) 6 SE UTC-5(-4DT) N42°51.72' W78°43.00'

670 B S4 FUEL 100LL TPA-1500 (830) NOTAM FILE BUF

RWY 06-24: H2668X59 (ASPH) S-8 MIRL 0.3% up NE.**RWY 06:** Brush. **RWY 24:** Fence.

AIRPORT REMARKS: Attended daylight hours. Deer on and invof arpt. 24 hrs self fuel with credit card. Rwy 06 218' safety area; Rwy 24 76' safe area. **ACTIVATE MIRL** Rwy 06-24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.975® **BUFFALO APP DEP/CON** 126.15**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.

(H) **VOR/DME** 116.4 BUF Chan 111 N42°55.74' W78°38.78' 226° 5.1 NM to fld. 730/08W.

COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1-888-766-8267.

DETROIT**L-301, 31E****IAP**

APP CRS
239°

| | |
|----------|-------------|
| Rwy Idg | 2668 |
| TDZE | 670 |
| Apt Elev | 670 |

RNAV (GPS) RWY 24

BUFFALO AIRFIELD (9G0)

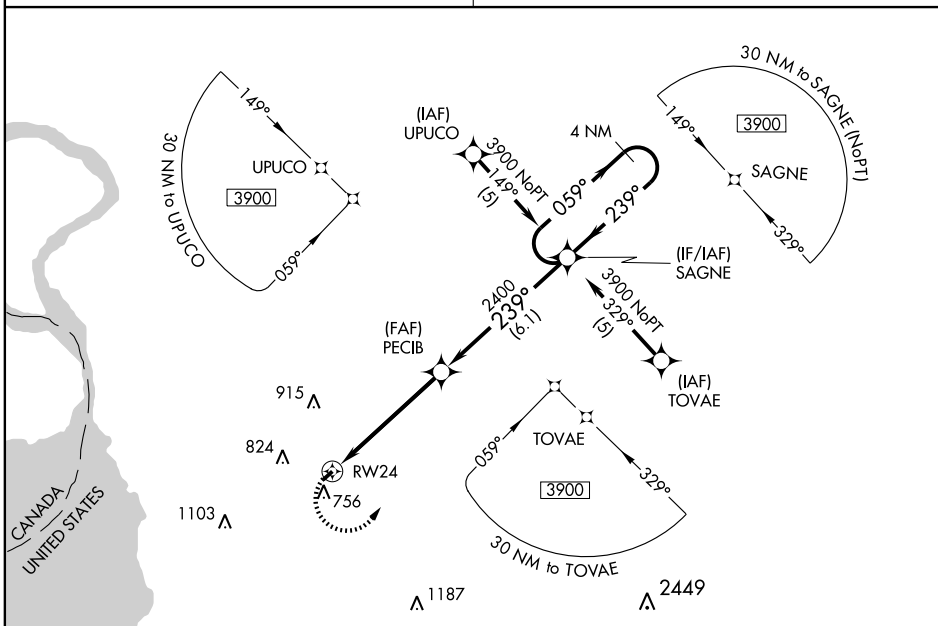


Use Buffalo Niagara Intl altimeter setting, when not received, use Niagara Falls altimeter setting and increase all MDA 60 feet. Procedure NA at night after 0200 local except by prior arrangement for Rwy lights. DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 3900 direct SAGNE and hold, continue climb-in hold to 3900.

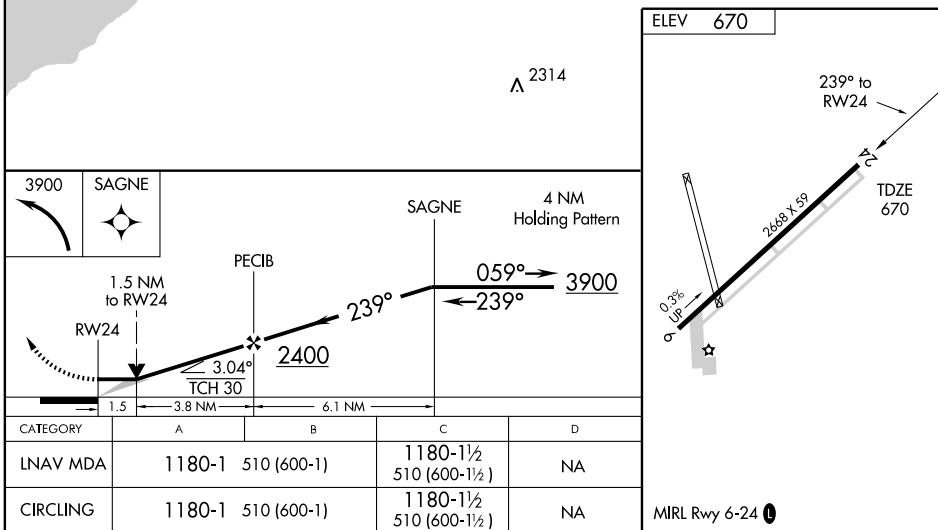
BUFFALO APP CON
126,15 263,125

UNICOM
122.975 (CTAF) **L**



NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010



BUFFALO, NEW YORK
Orig 08325

42°52'N - 78°43'W

BUFFALO AIRFIELD (9G0)
RNAV (GPS) RWY 24

AIRPORT DIAGRAM

AL-65 (FAA)

BUFFALO NIAGARA INTL (BUF)
BUFFALO, NEW YORK

| | |
|---------------|-------|
| ATIS | |
| 135.35 | |
| BUFFALO TOWER | |
| 120.5 | 257.8 |
| GND CON | |
| 133.2 | 257.8 |
| CLNC DEL | |
| 124.7 | 257.8 |

D

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

FIELD
ELEV
728

42° 57' N

ELEV
700



7161 X 150

27 X 150

317.5°

37

ELEV

PASSENGER
TERMINAL

RWY 05-23
S-75, D-195, 2S-175, 2D-450
RWY 14-32
PCN 47 F/A/X/T
S-75, D-150, 2D-240

42° 56'N -

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

78° 44'W

78° 43'W

AIRPORT DIAGRAM

10210

BUFFALO, NEW YORK
BUFFALO NIAGARA INTL (BUF)

BUFFALO NIAGARA INTL (BUF) 5 E UTC-5(-4DT) N42°56.43' W78°43.93'

728 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index D

DETROIT

H-10H, 11B, L-31E

IAP, AD

NOTAM FILE BUF

RWY 05-23: H8827X150 (ASPH-GRVD) S-75, D-195, 2S-175, 2D-450 HIRL CL

RWY 05: MALSR. TDZL. Thld dsplcd 535'. Bldg. 0.9% up.

RWY 23: ALSF2. TDZL. Thld dsplcd 725'. Tree.

RWY 14-32: H7161X150 (ASPH-GRVD) S-75, D-150, 2D-240 PCN 47 F/A/X/T HIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Thld dsplcd 320'. Tree.

RWY 32: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 54'. Thld dsplcd 720'. Sign.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-8827 TODA-8827 ASDA-8292 LDA-7757

RWY 14: TORA-7161 TODA-7161 ASDA-6441 LDA-6121

RWY 23: TORA-8827 TODA-8827 ASDA-8292 LDA-7567

RWY 32: TORA-7161 TODA-7161 ASDA-6841 LDA-6121

AIRPORT REMARKS: Attended continuously. Heavy concentration of gulls, blackbirds, and starlings up to 5000 ft on and in/ovf arpt. Deer on and in/ovf arpt. Twy K1 clsd 0200-1100Z† daily. Twy A SW runoff area/holding bay marked design group 3 acft (generally B727 or smaller), unavbl design group 4 (includes but not limited to B757, DC8). For fixed-base operator svcs ctc 131.75; for cargo svcs ctc 122.95. Rwy 23 ALSF2 unmonitored. Ldg fee. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (716) 635-0532. WSP.

COMMUNICATIONS: D-ATIS 135.35

RCO 122.6 122.2 122.1R (BUFFALO RADIO)

Ⓡ **APP DEP/CON** 126.15 (053°-233°) 126.5 (234°-052°)

TOWER 120.5 **GND CON** 133.2 **CLNC DEL** 124.7 **PRE-TAXI CLNC** 124.7

AIRSPACE: CLASS C svc continuous, ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

(H) **VOR/DME** 116.4 BUF Chan 111 N42°55.74' W78°38.78' 288° 3.8 NM to fld. 730/08W.

VOR/DME unusable:

036°-261° blo 11,000'

276°-305° blo 6000'

262°-275° blo 2300'

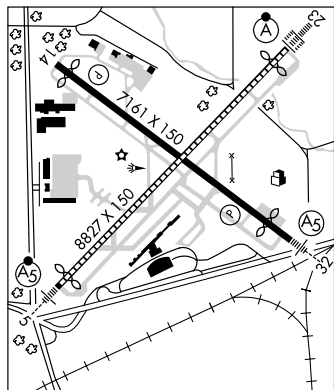
KLUMP NDB (LOM) 231 BU N43°00.01' W78°39.05' 234° 5.1 NM to fld.

PLAZZ NDB (LOM) 204 GB N42°52.43' W78°48.99' 052° 5.5 NM to fld.

ILS 111.3 I-BUF Rwy 23. Class IE. LOM KLUMP NDB. Glideslope unusable byd 5° rgt of course.

ILS 108.5 I-GBI Rwy 05. Class IA. LOM PLAZZ NDB.

ILS/DME 109.95 I-BNQ Chan 36(Y) Rwy 32.



CLARENCE AERODROME (D51) 5 NE UTC-5(-4DT) N43°04.00' W78°40.99'

DETROIT

589 NOTAM FILE BUF

RWY 10-28: 2500X67 (TURF) LIRL

RWY 10: Pole. **RWY 28:** Trees.

AIRPORT REMARKS: Unattended. Ultralights on and in/ovf arpt. Rwy 10-28 outlined with cones. ACTIVATE LIRL Rwy 10-28-122.7.

COMMUNICATIONS: CTAF/UNICOM 122.7

BUFFALO-LANCASTER RGNL (See LANCASTER)

BURRELLO-MECHANICVILLE (See MECHANICVILLE)

CALVERTON N40°55.78' W72°47.93' NOTAM FILE ISP.

NEW YORK

(L) **VORW/DME** 117.2 CCC Chan 119 219° 7.2 NM to Brookhaven. 86/13W.

COPTER

VOR portion unusable 280°-290° byd 25 NM.

H-10I, L-33B, 34I

CAMBRIDGE N42°59.66' W73°20.64' NOTAM FILE BTV.

NEW YORK

(L) **VORW/DME** 115.0 CAM Chan 97 159° 7.5 NM to Bennington State, Vt. 1490/14W.

H-11C, 12I, L-32G, 34J

HIWAS.

DME unusable 050°-130° beyond 20 NM below 9000'.

BUFFALO THREE DEPARTURE

SL-65 (FAA)

BUFFALO NIAGARA INTL (BUF)
BUFFALO, NEW YORK

ATIS 135.35
CLNC DEL
124.7
GND CON
133.2 257.8
BUFFALO TOWER
120.5 257.8

LONDON
117.2 YXU
Chan 119
N43°02.29'
W81°08.91'
L-30-31, H-10-11

BUFFALO
116.4 BUF
Chan 111
N42°55.74'
W78°38.78'
L-31, H-10-11

TAKEOFF MINIMUMS:
All Rws, STANDARD.

ROCHESTER
110.0 ROC
Chan 37
N43°07.08'
W77°40.37'
L-31-32, H-10-11-12

SYRACUSE
117.0 SYR
Chan 117
N43°09.63'
W76°12.27'
L-32, H-11-12

GENESEO
108.2 GEE
Chan 19
N42°50.06'
W77°43.97'
L-31-32, H-10-11-12

AYLMER
114.2 YQO
Chan 89
N42°42.40'
W80°53.27'
L-30, H-10-11

DUNKIRK
116.2 DKK
Chan 109
N42°29.43'
W79°16.45'
L-30, H-10

WELLSVILLE
111.4 ELZ
Chan 51
N42°05.38'
W77°59.97'
L-30-32, H-10-12

JAMESTOWN
114.7 JHW
Chan 94
N42°11.32'
W79°07.28'
L-30, H-10

STONYFORK
108.6 SFK
Chan 23
N41°41.72'
W77°25.19'
L-30, H-10-12

DRYER
113.6 DJB
Chan 83
N41°21.48'
W82°09.72'
L-30, H-10

BRADFORD
116.6 BFD
Chan 113
N41°47.18'
W78°37.16'
L-30

SLATE RUN
113.9 SLT
Chan 86
N41°30.77'
W77°58.21'
L-30, H-10-12

NOTE: RADAR Required.

NOTE: Chart not to scale.

(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

TURBOJET AIRCRAFT:

TAKE-OFF RUNWAY 5: Climb via heading 053° until leaving 3000, thence. . .

TAKE-OFF RUNWAY 14: Climb via heading 136° until leaving 3000, thence. . .

TAKE-OFF RUNWAY 23: Climb via heading 233° until leaving 3000, thence. . .

TAKE-OFF RUNWAY 32: Climb via heading 316° until leaving 2000, thence. . .

NON-TURBOJET AIRCRAFT ONLY: Climb on assigned heading, thence. . .

. . . Expect vectors to filed route or depicted fix. Maintain 10,000' or assigned lower altitude.
Expect further clearance to requested altitude/flight level ten minutes after departure.

BUFFALO THREE DEPARTURE

(BUF3.BUF) 09127

BUFFALO, NEW YORK
BUFFALO NIAGARA INTL (BUF)

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

TAKE-OFF OBSTACLE NOTES

Rwy 5: Tree 648' from DER, 662' left of centerline, 65' AGL/751' MSL.
Trees beginning 697' from DER, 385' right of centerline, up to
100' AGL/787' MSL.

Rwy 23: Trees, Poles, Bldg, and Pump beginning 6' from DER, 290'
left of centerline, up to 40' AGL/721' MSL.
Tree 3317' from DER, 916' right of centerline, 68' AGL/759' MSL.




Rwy 32: Multiple Trees and a Bush beginning 141' from DER, 66' left
of centerline, up to 67' AGL/756' MSL.
Multiple Trees beginning 43' from DER, 90' right of centerline,
up to 66' AGL/752' MSL.

NE-2, 23 SEP 2010 to 21 OCT 2010

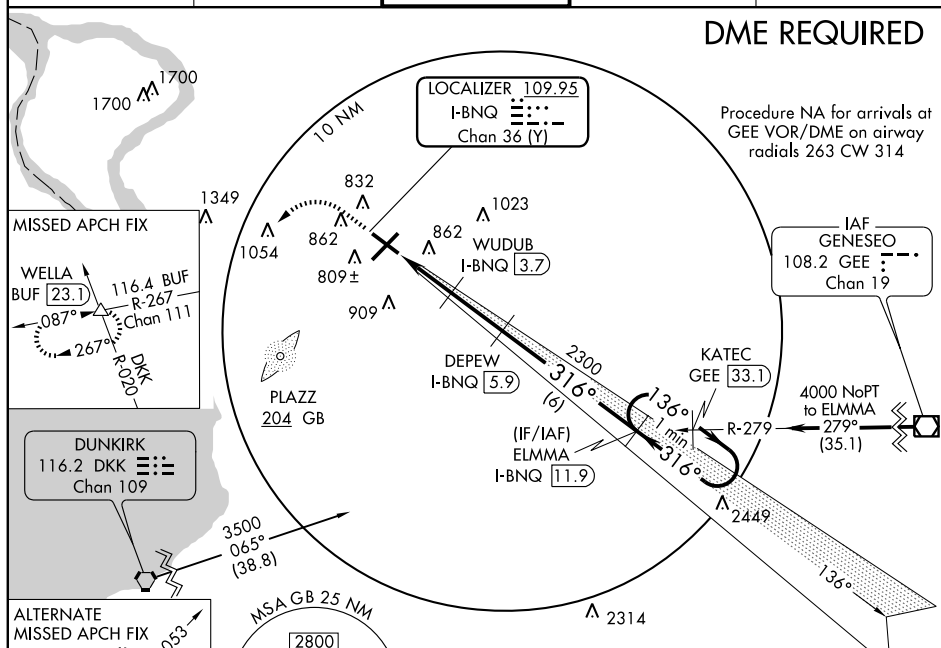
NE-2, 23 SEP 2010 to 21 OCT 2010

| | | | |
|---|------------------------|-----------------------------|---|
| LOC/DME I-BNQ <u>109.95</u> Chan 36 (Y) | APP CRS 316° | Rwy Idg TDZE Apt Elev | 6121 714 728 |
|---|------------------------|-----------------------------|---|

ILS or LOC/DME RWY 32
BUFFALO NIAGARA INTL (BUF)

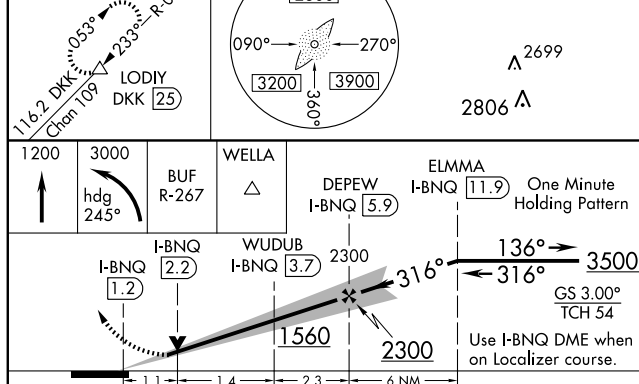
| | | | | | |
|---|--|---|--|---|--|
|  | |  | |  | |
| ATIS 135.35 | | BUFFALO APP CON 126.15 263.125 | | BUFFALO TOWER 120.5 257.8 | |
| | | | | GND CON 133.2 257.8 | |
| | | | | CLNC DEL 124.7 257.8 | |

DME REQUIRED

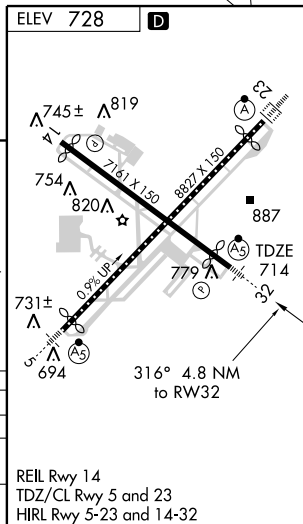


NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010



| CATEGORY | A | B | C | D |
|----------|--------------------|-------------------------|-----------------------|-----------------------|
| S-ILS 32 | 938-½ 224 (300-½) | | | |
| S-LOC 32 | 1100-½ 386 (400-½) | | | 1100-¾ 386 (400-¾) |
| CIRCLING | 1200-1 472 (500-1) | 1200-1½ 472 (500-1½) | 1280-2 552 (600-2) | |



BUFFALO, NEW YORK
Orig-B 23SEP10

42°56'N-78°44'W

BUFFALO NIAGARA INTL (BUF)

ILS or LOC/DME RWY 32

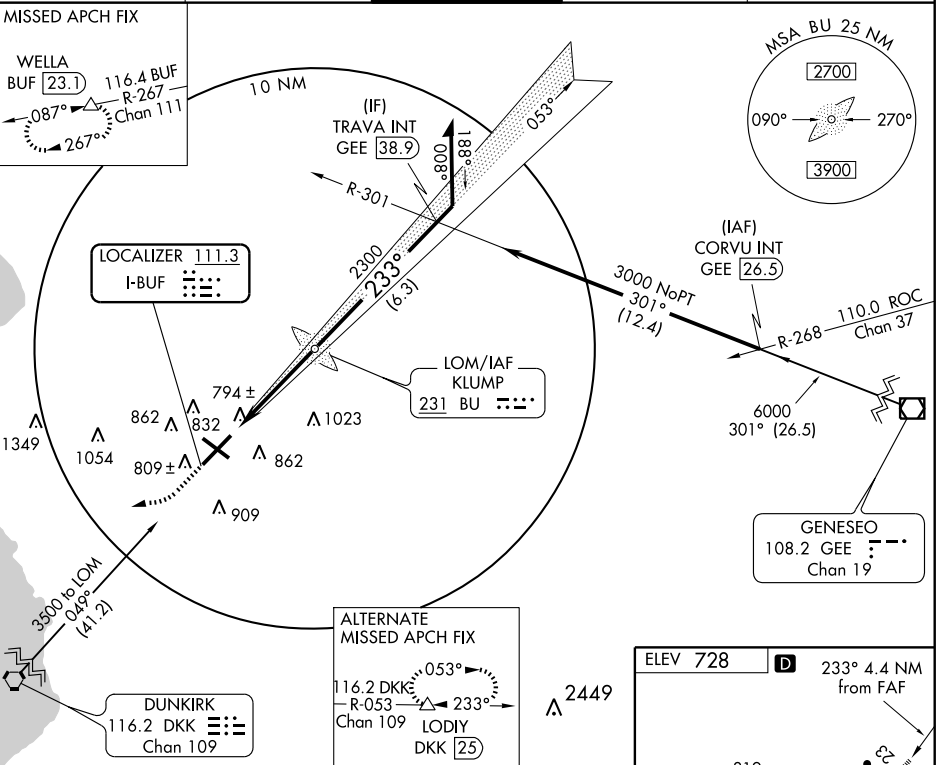
ILS or LOC RWY 23

BUFFALO NIAGARA INTL (BUF)

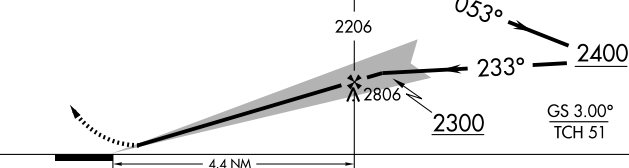
| | | | |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-BUF 111.3 | APP CRS 233° | Rwy Idg TDZE Apt Elev | 8102 728 728 |
|---------------------------|------------------------|-----------------------------|---|

| | | |
|--|---------------|---|
| <p>For inoperative ALSF, increase S-LOC 23 Cat D visibility to RVR 5000.</p> | <p>ALSF-2</p> | <p>MISSED APPROACH: Climb to 2300 then climbing right turn to 3000 via heading 300° and BUF R-267 to WELLA INT/BUF 23.1 DME and hold.</p> |
|--|---------------|---|

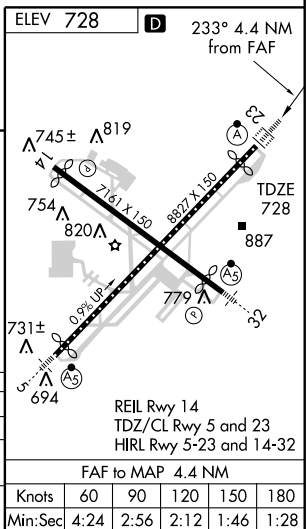
| | | | | |
|-------------------------------|--|---|---------------------------------------|--|
| <p>ATIS 135.35</p> | <p>BUFFALO APP CON 126.15 263.125</p> | <p>BUFFALO TOWER 120.5 257.8</p> | <p>GND CON 133.2 257.8</p> | <p>CLNC DEL 124.7 257.8</p> |
|-------------------------------|--|---|---------------------------------------|--|



| | | | |
|------|----------|-----------|-------|
| 2300 | 3000 | BUF R-267 | WELLA |
| ↑ | hdg 300° | | △ |



| CATEGORY | A | B | C | D |
|----------|---------------------|----------------------|--------------------|---------------------|
| S-ILS 23 | 928/18 200 (200-½) | | | |
| S-LOC 23 | 1060/24 332 (400-½) | | | 1060/40 332 (400-¾) |
| CIRCLING | 1200-1 472 (500-1) | 1200-1½ 472 (500-1½) | 1280-2 552 (600-2) | |



| | | |
|--|------------------------|--|
| WAAS CH 70311 W05A | APP CRS 053° | Rwy Idg 7757 TDZE 706 Apt Elev 728 |
|--|------------------------|--|

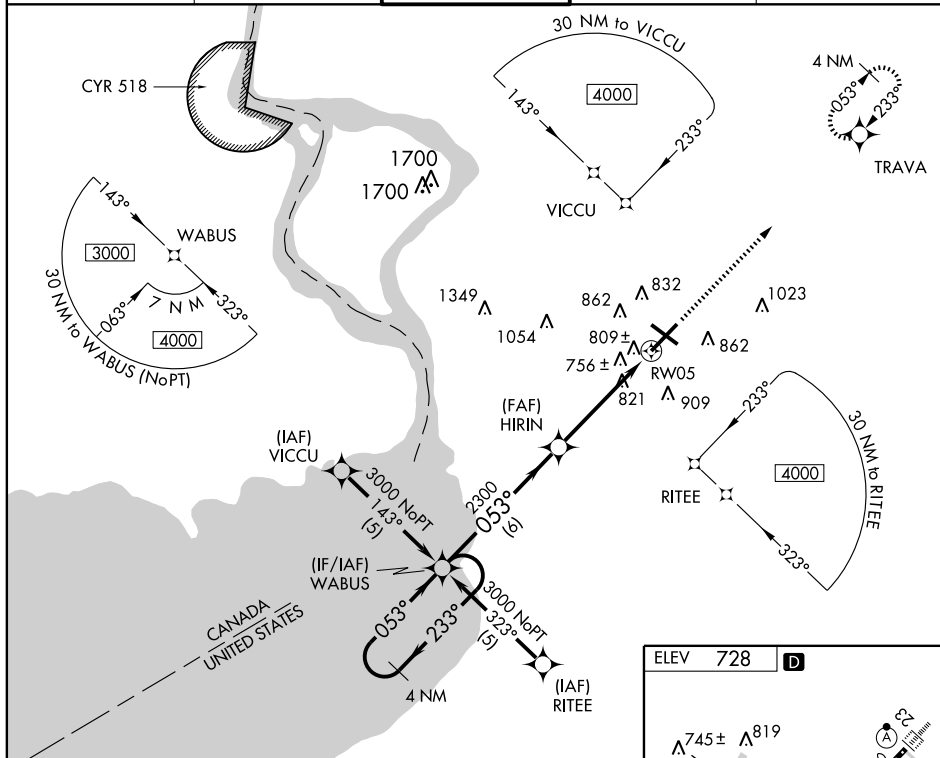
RNAV (GPS) RWY 5 BUFFALO NIAGARA INTL (BUF)

▼ DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).
For inoperative MALS R increase LPV all Cats visibility to RVR
5000, increase LNAV Cat D visibility to RVR 6000.

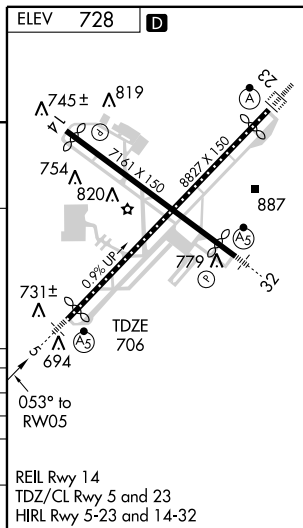


MISSED APPROACH: Climb to
3000 direct TRAVA and hold.

| | | | | |
|-----------------------|--|-------------------------------------|-------------------------------|--------------------------------|
| ATIS 135.35 | BUFFALO APP CON 126.15 263.125 | BUFFALO TOWER 120.5 257.8 | GND CON 133.2 257.8 | CLNC DEL 124.7 257.8 |
|-----------------------|--|-------------------------------------|-------------------------------|--------------------------------|



| | | | | |
|--|----------------------|---|----------------------|---|
| <p>4 NM Holding Pattern</p> <p>WABUS</p> <p>3000 ← 233° → 053° →</p> <p>GS 3.00° TCH 45*</p> <p>*at Displ Thld 53 at Rwy End.</p> <p>HIRIN</p> <p>2300</p> <p>↑ 1.1 NM to RW05</p> <p>↑ LNAV only</p> <p>3000 TRAVA</p> <p>6 NM 3.8 NM 1.1</p> | | | | |
| CATEGORY | A | B | C | D |
| LPV DA | 973/24 | | 267 (300-½) | |
| LNAV/VNAV DA | 1026/40 | | 320 (400-¾) | |
| LNAV MDA | 1080/24 | | 374 (400-½) | |
| CIRCLING | 1200-1¼ 472 (500-1¼) | | 1200-1½ 472 (500-1½) | |
| | | | 1280-2 552 (600-2) | |



APP CRS
136°

Rwy Idg **6121**
TDZE **711**
Apt Elev **728**

RNAV (GPS) RWY 14

BUFFALO NIAGARA INTL (BUF)

▽ GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
△ NA When VGSI INOP, Straight-in Rwy 14 and Circling Rwy 14/32 NA at night.
No Arrival at SUSKE on V2-43 westbound.

MISSED APPROACH: Climb to 3500 direct WALES WP and hold.

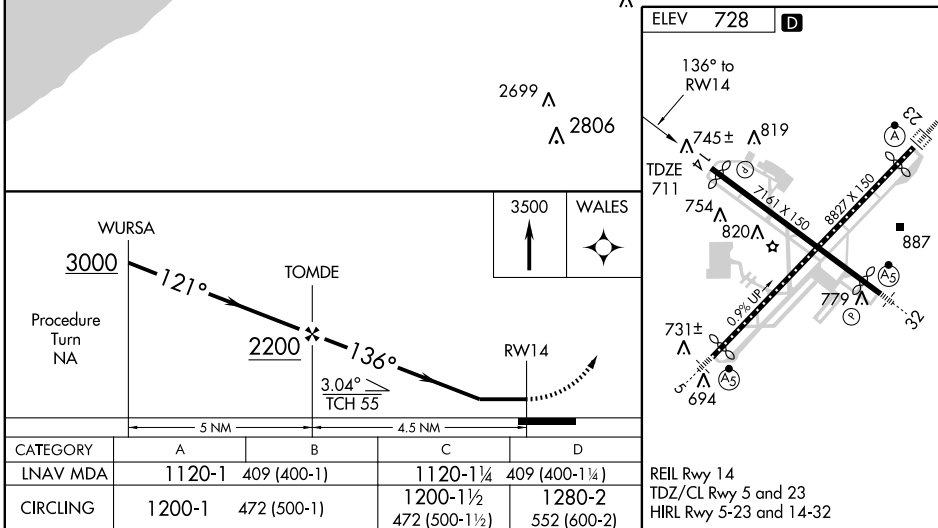
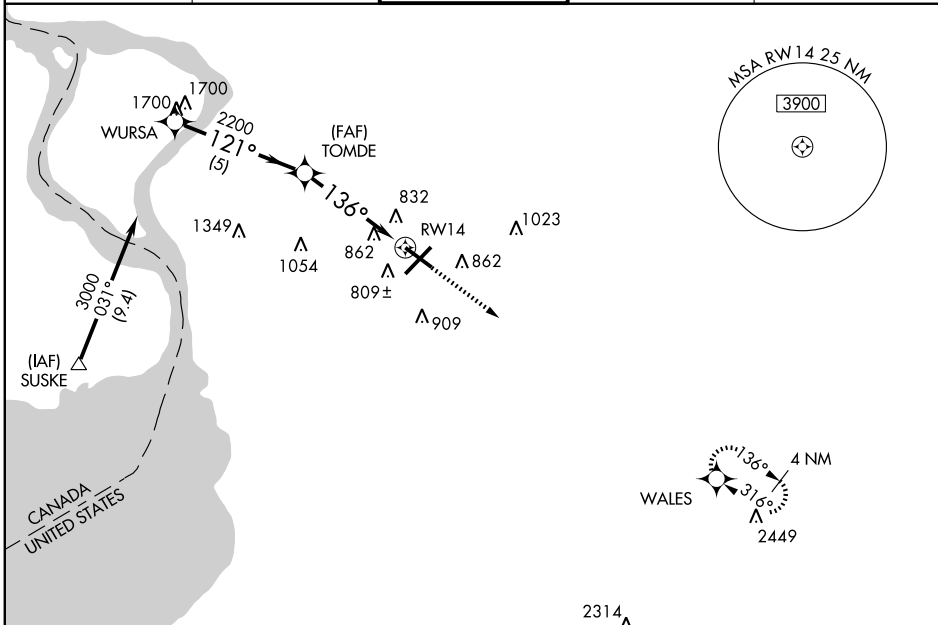
ATIS
135.35

BUFFALO APP CON
126.15 263.125

BUFFALO TOWER
120.5 257.8

GND CON
133.2 257.8

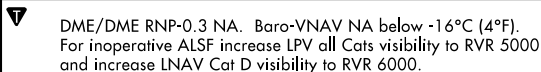
CLNC DEL
124.7 257.8



| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 77511 W23A | APP CRS 233° | Rwy Idg TDZE Apt Elev | 8102 728 728 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 23

BUFFALO NIAGARA INTL (BUF)



ALSF-2



MISSED APPROACH: Climb to 3000 direct WABUS and hold.

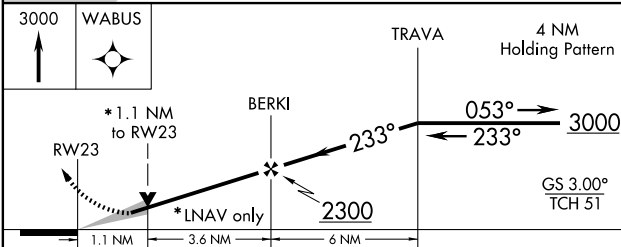
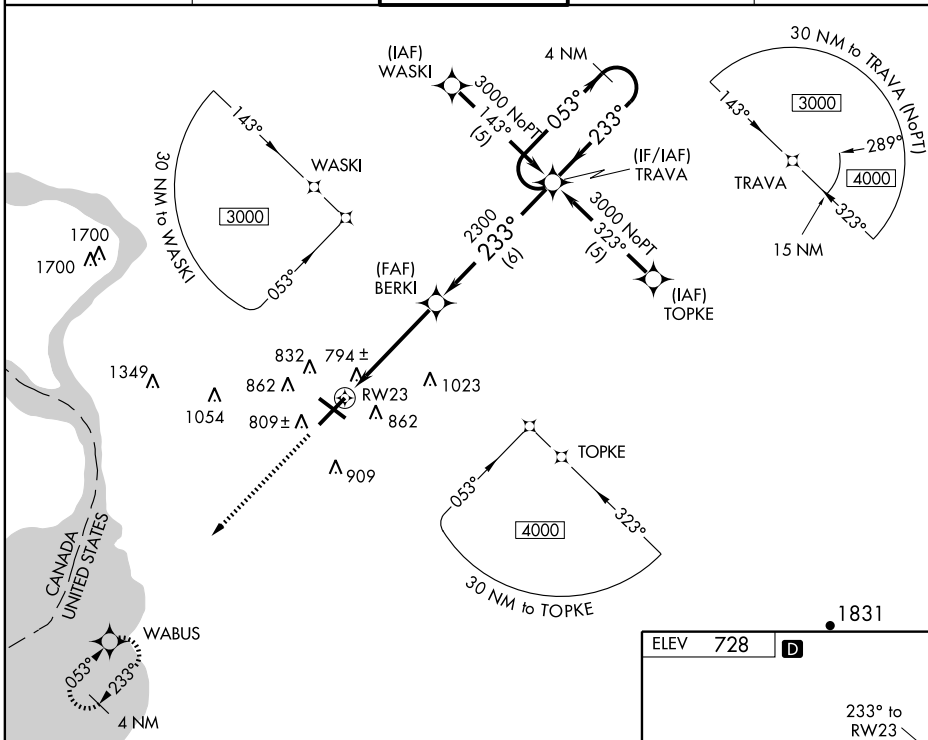
ATIS
135.35

BUFFALO APP CON
126.15 263.125

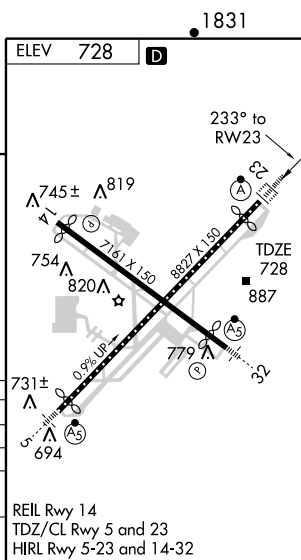
BUFFALO TOWER
120.5 257.8

GND CON
133.2 257.8

CLNC DEL
124.7 257.8



| CATEGORY | A | B | C | D |
|--------------|---------|--------------|-------------------------|------------------------|
| LPV DA | | 978/24 | 250 (300-½) | |
| LNAV/VNAV DA | | 1099/40 | 371 (400-¾) | |
| LNAV MDA | 1140/24 | 412 (500-½) | 1140/40 412 (500-¾) | 1140/50 412 (500-1) |
| CIRCLING | 1200-1¼ | 472 (500-1¼) | 1200-1½ 472 (500-1½) | 1280-2 552 (600-2) |



BUFFALO, NEW YORK
Amdt 1 10266

42°56'N-78°44'W

BUFFALO NIAGARA INTL (BUF)
RNAV (GPS) RWY 23

NE-2. 23 SEP 2010 to 21 OCT 2010

| | | |
|--|------------------------|---|
| WAAS CH 81811 W32A | APP CRS 316° | Rwy Idg 6121 TDZE 714 Apt Elev 728 |
|--|------------------------|---|

RNAV (GPS) RWY 32
BUFFALO NIAGARA INTL (BUF)

T DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F).
For inoperative MALSR increase LPV all Cats visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 3000
direct TOMDE and via 239° track to
SUSKE and hold.

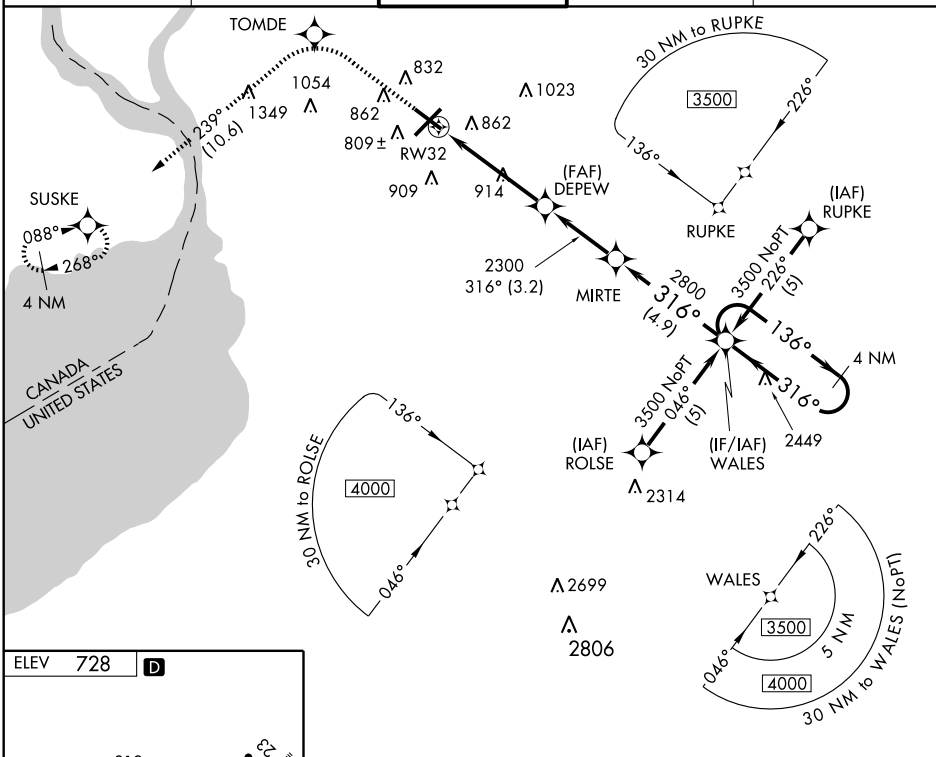
ATIS
135.35


BUFFALO APP CON
126.15 263.125

BUFFALO TOWER
120.5 257.8

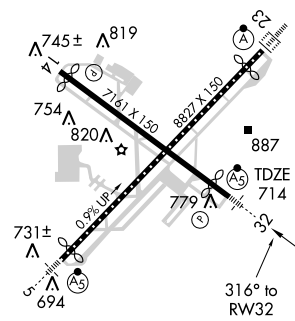
GND CON
133.2 257.8

CLNC DEL
124.7 257.8



| | | |
|------|-----|---|
| ELEV | 728 |  |
|------|-----|---|

D



REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32

| | | | | | | | |
|---------------|-----------------------|------------|------------|--|--------------------|--|-----------------------|
| 3000 ↑ | TOMDE ✱ | tr 239° | SUSKE ✱ | WALES 4 NM Holding Pattern | | | |
| * LNAV only. | | | | <p>DEPEW ✱ RW32 * 1.4 NM to RW32 316° 136° → 3500 ← 316° <u>2800</u> <u>2300</u> GS 3.00° TCH 54 1.4 3.3 3.2 4.9 NM</p> | | | |
| CATEGORY | A | | B | | C | | D |
| LPV DA | 1003-½ 289 (300-½) | | | | | | |
| LNAV/ VNAV DA | 1146-1 432 (500-1) | | | | | | |
| LNAV MDA | 1220-½ 506 (500-½) | | | | 1220-1 506 (500-1) | | |
| CIRCLING | 1220-1 ½ 492 (500-1½) | | | | | | 1280-2 552 (600-2) |

BUFFALO, NEW YORK
Amdt 1 10266

42°56'N-78°44'W

BUFFALO NIAGARA INTL (BUF)
RNAV (GPS) RWY 32

NE-2. 23 SEP 2010 to 21 OCT 2010

CAMBRIDGE**CHAPIN FLD** (1B8) 2 N UTC-5(-4DT) N43°03.16' W73°21.79'

NEW YORK

508 S2 NOTAM FILE BTU

RWY 05-23: 2130X65 (TURF)

RWY 05: Trees. RWY 23: Trees.

RWY 07-25: 2100X63 (TURF)

RWY 07: REIL. Thld dsplcd 222'. Railroad. RWY 25: Thld dsplcd 306'. Road.

AIRPORT REMARKS: Unattended. Rwy 05-23 width varies from 65'-80' based on mowing. Rwy 05-23 and Rwy 07-25 soft and wet Mar-Jun. Lgtd 5' fence at Rwy 25 end. Rwy 07 and Rwy 25 dsplcd thld marked with striped cylinders.

COMMUNICATIONS: CTAF 122.9**CAMILLUS** (NY2) 4N UTC-5(-4DT) N43°05.12' W76°17.56'

NEW YORK

405 B NOTAM FILE BUF

RWY 10-28: H3970X60 (ASPH) LIRL(NSTD)

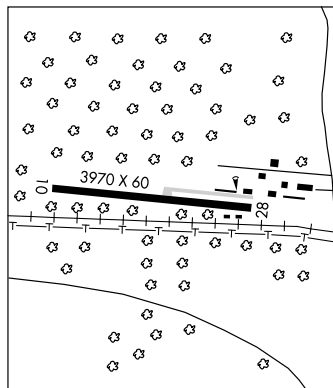
RWY 10: Trees. RWY 28: Building.

AIRPORT REMARKS: Unattended. Rwy 10-28 terrain drops off 3' to 4' along both sides of rwy on W end. Sheriff heliport adjacent to Rwy 28 thld. Rwy 10-28 NSTD LIRL due to location and spacing. ACTIVATE rotating bcn and LIRL Rwy 10-28—CTAF.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE SYR.

SYRACUSE (H) VORTACW 117.0 SYR Chan 117 N43°09.63' W76°12.27' 232° 5.9 NM to fld. 420/11W. **HIWAS.**

COMM/NAV/WEATHER REMARKS: Clncl del thru Flight Services 1-888-766-8267.

**CANANDAIGUA****CANANDAIGUA** (D38) 3 NW UTC-5(-4DT) N42°54.43' W77°19.30'

DETROIT

814 B S4 FUEL 100LL NOTAM FILE BUF

L-31E, 32F

RWY 13-31: H3200X75 (ASPH) MIRL 0.4% up SE

IAP

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 20'. Brush.

RWY 31: REIL. PAPI(P2R)—GA 3.0° TCH 20'.

AIRPORT REMARKS: Attended irregularly. For services call 716-394-8651. For arpt conditions call 585-394-8651. ACTIVATE PAPI Rwy 13 and Rwy 31, and MIRL Rwy 13-31—CTAF. REILS ACTIVATED only when rwy lgts are on high intensity.

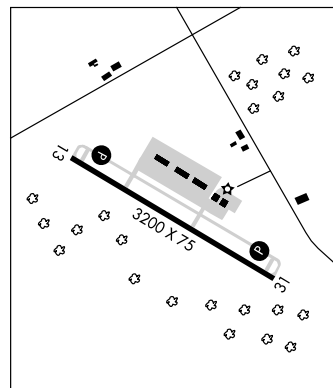
WEATHER DATA SOURCES: AWOS-3 118.675 (585) 396-5861.**COMMUNICATIONS:** CTAF/UNICOM 122.8

⑧ ROCHESTER APP/DEP CON 119.55

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

GENESEO (L) VOR/DME 108.2 GEE Chan 19 N42°50.06' W 77°43.97' 085° 18.7 NM to fld. 990/9W.

COMM/NAV/WEATHER REMARKS: Clncl del thru Flight Services 1-888-766-8267.

**CANARSIE** N40°36.75' W73°53.67' NOTAM FILE JFK.

NEW YORK

(T) VOR/DME 112.3 CRI Chan 70 041° 1.7 NM to lead-in lgt Rwy 13L,

COPTER

13R John F. Kennedy Intl. 10/11W.

L-33B, 34D

VOR/DME unusable 320°-005° blo 2500'.

RNAV (GPS) RWY 13

CANANDAIGUA (D38)

| | |
|------------------------|------------------------|
| APP CRS 135° | Rwy Idg 3200 |
| | TDZE 814 |
| | Apt Elev 814 |

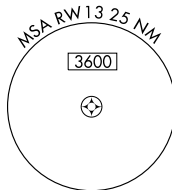
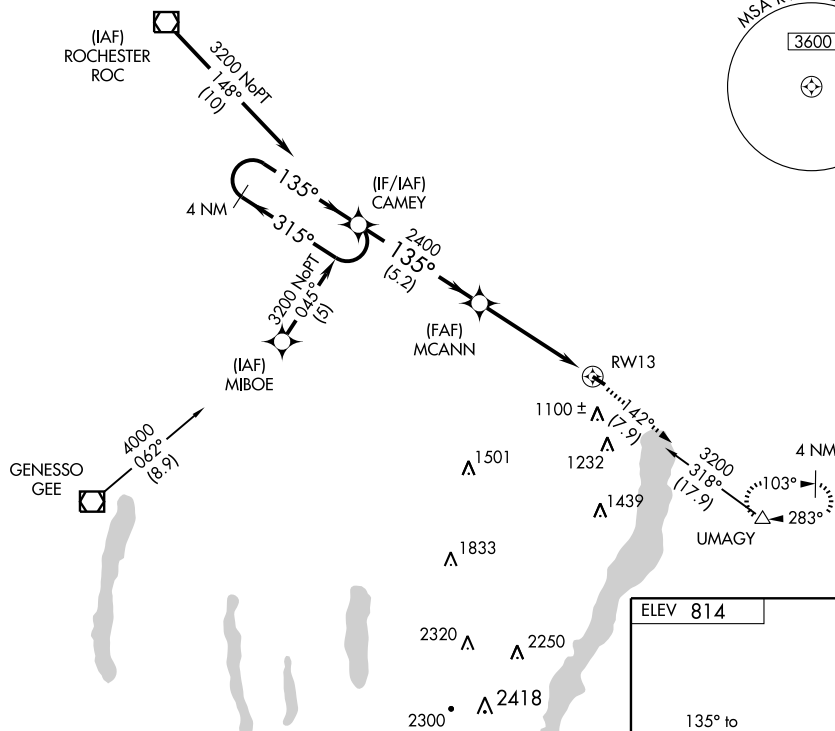
Use Greater Rochester Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP 0.3 NA.

MISSED APPROACH: Climb to 4000 via
142° course to UMACY WP and hold.

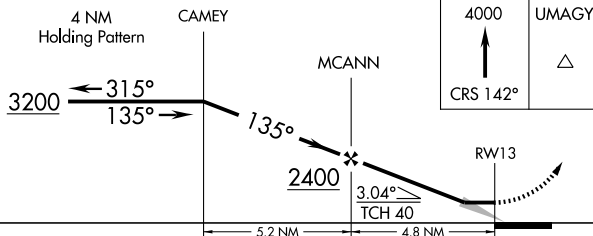
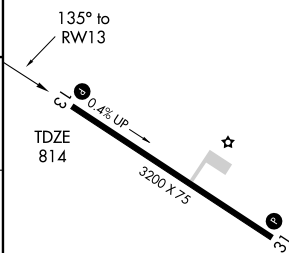
AWOS-3
118.675

ROCHESTER APP CON
119.55 269.6

UNICOM
122.8 (CTAF) 0



ELEV 814



| CATEGORY | A | B | C | D |
|----------|--------------------|----------------------|----|----|
| RNAV MDA | 1360-1 546 (600-1) | 1360-1½ 546 (600-1½) | NA | NA |
| CIRCLING | 1540-1 726 (800-1) | 1540-2 726 (800-2) | NA | NA |

MIRL Rwy 13-31 0
REIL Rwy 13 and 31

| | | |
|---|------------------------|---|
| VOR/DME GEE 108.2 Chan 19 | APP CRS 085° | Rwy Idg TDZE Apt Elev N/A N/A 814 |
|---|------------------------|---|

VOR-A
CANANDAIGUA (D38)



Use Greater Rochester Intl altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct GEE VOR/DME and hold.

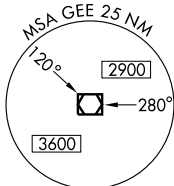
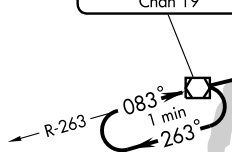
AWOS-3
118.675

ROCHESTER APP CON
119.55 269.6

UNICOM
122.8 (CTAF) 0

NoPT for arrival on GEE VOR/DME
airway radials 153 CW 018.

IAF
GENESEO
108.2 GEE
Chan 19

**DME or RADAR REQUIRED**One Minute
Holding Pattern

3000 ← 263°
→ 083°

VOR/DME

085°
2800

SECKY
GEE 13.5
RADAR

2000

3000

GEE
108.2

GEE 17

GEE 18.5

1580

13.5 NM

3.5 NM

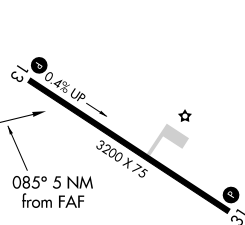
1.5

| CATEGORY | A | B | C | D |
|----------|-----------------------|---------------------------|---------------------------|----|
| CIRCLING | 1580-1 766 (800-1) | 1580-1 ¼ 766 (800-1 ¼) | 1580-2 ¼ 766 (800-2 ¼) | NA |

DME MINIMUMS

| CIRCLING | A | B | C | D |
|----------|-----------------------|-----------------------|-----------------------|----|
| CIRCLING | 1540-1 726 (800-1) | 1540-2 726 (800-2) | 1540-2 726 (800-2) | NA |

ELEV 814



MIRL Rwy 13-31
REIL Rwy 13 and 31

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---------|------|------|------|------|------|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

CORTLAND CO-CHASE FLD (N03) 2 SW UTC-5(-4DT) N42°35.56' W76°12.89'

NEW YORK

1198 B S4 FUEL 100LL NOTAM FILE N03

L-32F

RWY 06-24: H3400X75 (ASPH) S-12 MIRL 1.0% up SW

IAP

RWY 06: PAPI(P2L)—GA 4.0° TCH 40'. Tree.

RWY 24: REIL. PAPI(P2L)—GA 4.0° TCH 45'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2100Z, Unattended holidays. Heavy concentration of geese and gulls on and in/ov arpt during spring/fall. Self svc fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 06-24, REIL Rwy 24, PAPI Rwy 06 and Rwy 24, and twy lgts—CTAF. Snow removal during day only.

WEATHER DATA SOURCES: AWOS-3 132.225 (607) 753-9784.**COMMUNICATIONS:** CTAF/UNICOM 122.8

GEORGETOWN RCO 122.1R 117.8T (BUFFALO RADIO)

BINGHAMTON APP CON 118.6 (S-SE) (1100-0500Z)

ELMIRA APP CON 124.3 (W) (1100-0500Z)

SYRACUSE APP CON 126.125 (N-NE)

NEW YORK CENTER APP CON 133.35 (0500-1100Z)

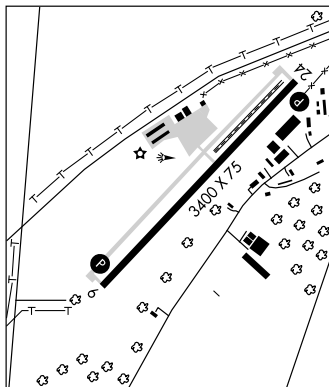
SYRACUSE DEP CON 126.125

RADIO AIDS TO NAVIGATION: NOTAM FILE ITH.

ITHACA (L) VOR/DME 111.8 ITH Chan 55 N42°29.70'

W76°27.60' 072° 12.3 NM to fld. 1102/10W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services
1-888-766-8267.

**CREEKSIDE** (See HOLCOMB)**DANSVILLE MUNI** (DSV) 1 NW UTC-5(-4DT) N42°34.25' W77°42.78'

DETROIT

662 B S4 FUEL 100LL NOTAM FILE DSV

L-30I, 31E, 32F

RWY 14-32: H3500X100 (ASPH) S-30 MIRL 0.7% up SE

IAP

RWY 14: VASI(V2L)—GA 3.0° TCH 53'. Road.

RWY 32: VASI(V4L)—GA 4.0° TCH 53'. Road.

RWY 18-36: H2443X100 (ASPH) S-30 MIRL 0.9% up S

RWY 18: Thld displcd 165'. Tree.

RWY 36: Tree.

AIRPORT REMARKS: Attended 1300Z—dark. Extensive glider activity. Normal glider ops utilize rgt-hand pattern for the turf area to the rgt of Rwy 32; left hand pattern for the turf area to the left of Rwy 14. ACTIVATE MIRL Rwy 14-32 and 18-36 and VASI Rwy 14 and 32—123.0.

WEATHER DATA SOURCES: ASOS 118.325 (585) 335-2380.**COMMUNICATIONS:** CTAF/UNICOM 123.0

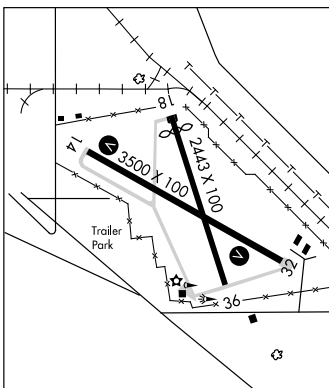
® ROCHESTER APP/DEP CON 123.7

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

GENESEO (L) VOR/DME 108.2 GEE Chan 19 N42°50.06'

W77°43.97' 186° 15.6 NM to fld. 990/09W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services
1-888-766-8267.

**DART** (See MAYVILLE)**DEER PARK** N40°47.51' W73°18.22' NOTAM FILE ISP.

NEW YORK

(L) VOR/DME 117.7 DPK Chan 124 245° 6.3 NM to Republic. 117/12W.

COPTER

VOR/DME unusable byd 25 NM blo 5000'

H-10I, L-33B, 34H

DME unusable 265°-274° byd 17 NM blo 5000'

275°-280°

281°-015° byd 17 NM blo 5000'

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3400 |
| 059° | TDZE | 1198 |
| | Apt Elev | 1198 |

GPS RWY 6

CORTLAND COUNTY-CHASE FIELD (N03)



MISSED APPROACH: Climb to
3600 direct UDDEL WP and hold.

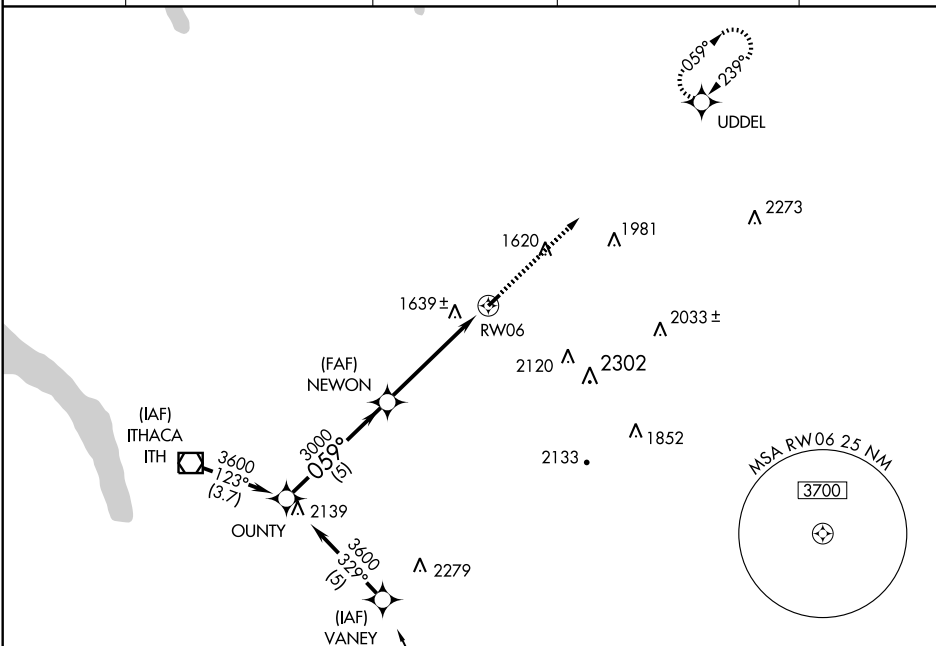
AWOS-3
132.225

BINGHAMTON APP CON ★
118.6 257.625

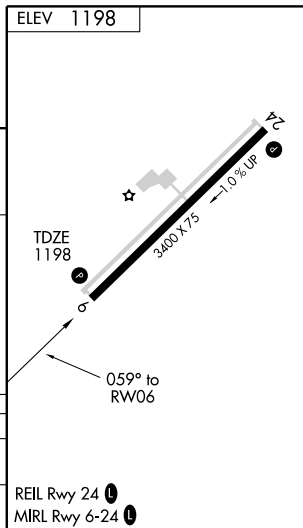
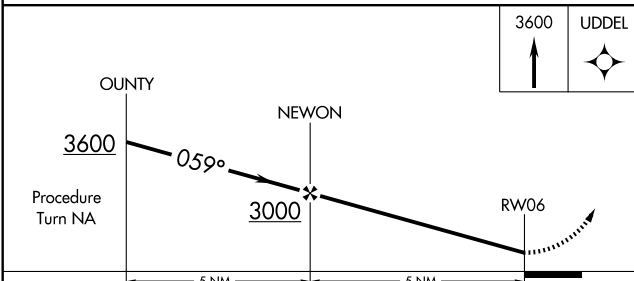
ELMIRA APP CON ★
124.3 257.8 (W)

SYRACUSE APP CON
126.125 269.125 (N-NE)

UNICOM
122.8 (CTAF) ①



ELEV 1198



| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|-------------------------|----|
| S-6 | 1900-1 | 702 (800-1) | 1900-2 702 (800-2) | NA |
| CIRCLING | 1940-1 742 (800-1) | 1940-1¼ 742 (800-1¼) | 1980-2¼ 782 (800-2¼) | NA |

CORTLAND, NEW YORK

Orig 09295

CORTLAND COUNTY-CHASE FIELD (N03)

42°36'N - 76°13'W

GPS RWY 6

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3400 |
| 239° | TDZE | 1192 |
| | Apt Elev | 1198 |

GPS RWY 24

CORTLAND COUNTY-CHASE FIELD (NØ3)



MISSED APPROACH: Climbing right turn to 3600 direct
UDDEL WP and hold.

AWOS-3
132.225

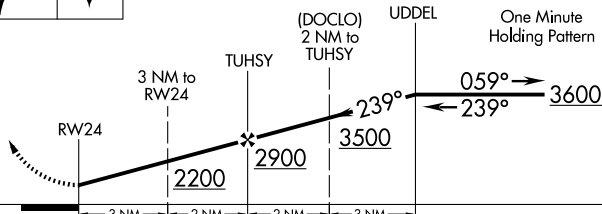
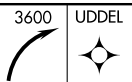
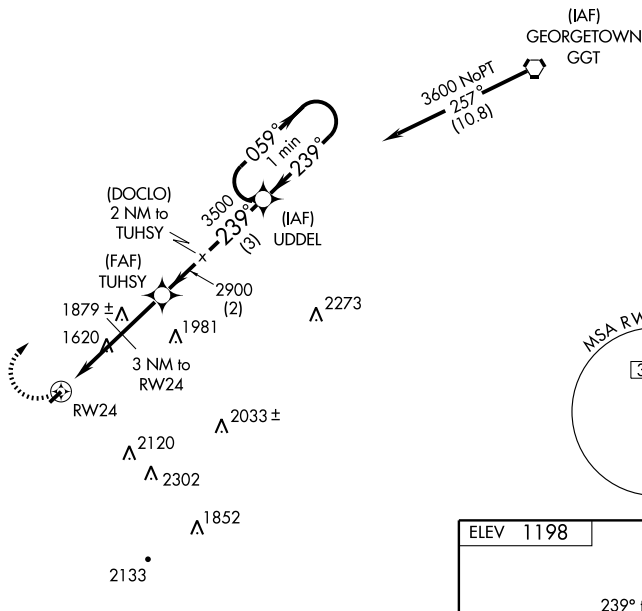
BINGHAMTON APP CON ★
118.6 257.625

ELMIRA APP CON ★
124.3 257.8 (W)

SYRACUSE APP CON
126.125 269.125 (N-NE)

UNICOM
122.8 (CTAF) ①

△ 2610



| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|-------------------------|----|
| S-24 | 1880-1 | 688 (700-1) | 1880-2 688 (700-2) | NA |
| CIRCLING | 1940-1 742 (800-1) | 1940-1¼ 742 (800-1¼) | 1980-2¼ 782 (800-2¼) | NA |

REIL Rwy 24 ①
MIRL Rwy 6-24 ①

| | | | |
|--|------------------------|---|---|
| VORTAC CFB 112.2 Chan 59 | APP CRS 002° | Rwy Idg TDZE Apt Elev 1198 | N/A N/A 1198 |
|--|------------------------|---|---|

VOR or GPS-A

CORTLAND COUNTY-CHASE FIELD (NØ3)



If local altimeter setting not received,
procedure not authorized.

MISSED APPROACH: Climbing right turn to 4000 via ITH
VOR/DME R-068 to CORTA Int/CFB 31.1 DME and hold.

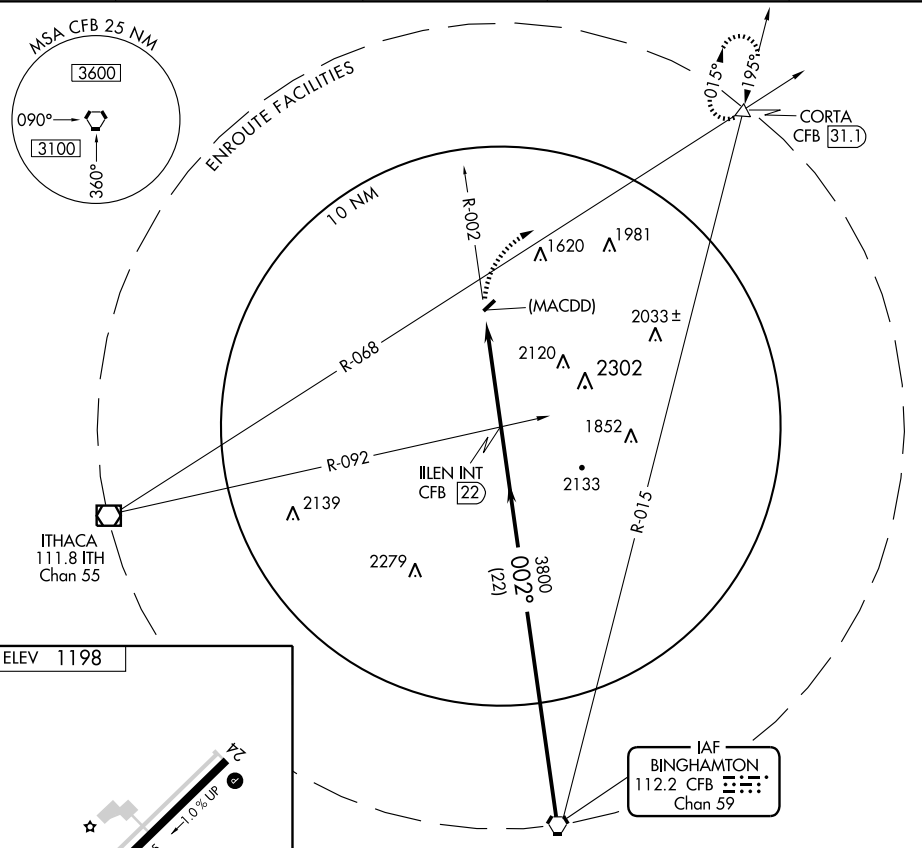
AWOS-3
132.225

BINGHAMTON APP CON ★
118.6 257.625

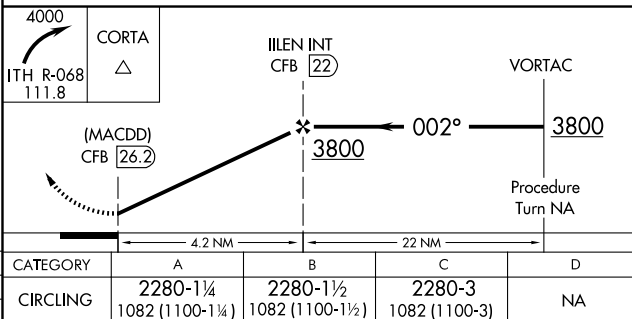
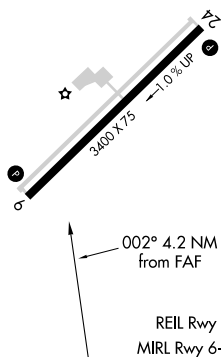
ELMIRA APP CON ★
124.3 257.8 (W)

SYRACUSE APP CON
126.125 269.125 (N-NE)

UNICOM
122.8 (CTAF) 1



ELEV 1198



CORTLAND, NEW YORK

Orig-B 09295

CORTLAND COUNTY-CHASE FIELD (NØ3)

42°36'N - 76°13'W

VOR or GPS-A

CORTLAND CO-CHASE FLD (N03) 2 SW UTC-5(-4DT) N42°35.56' W76°12.89'

NEW YORK

1198 B S4 FUEL 100LL NOTAM FILE N03

L-32F

RWY 06-24: H3400X75 (ASPH) S-12 MIRL 1.0% up SW

IAP

RWY 06: PAPI(P2L)—GA 4.0° TCH 40'. Tree.

RWY 24: REIL. PAPI(P2L)—GA 4.0° TCH 45'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2100Z, Unattended holidays. Heavy concentration of geese and gulls on and in/ov arpt during spring/fall. Self svc fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 06-24, REIL Rwy 24, PAPI Rwy 06 and Rwy 24, and twy lgts—CTAF. Snow removal during day only.

WEATHER DATA SOURCES: AWOS-3 132.225 (607) 753-9784.**COMMUNICATIONS:** CTAF/UNICOM 122.8

GEORGETOWN RCO 122.1R 117.8T (BUFFALO RADIO)

BINGHAMTON APP CON 118.6 (S-SE) (1100-0500Z)

ELMIRA APP CON 124.3 (W) (1100-0500Z)

SYRACUSE APP CON 126.125 (N-NE)

NEW YORK CENTER APP CON 133.35 (0500-1100Z)

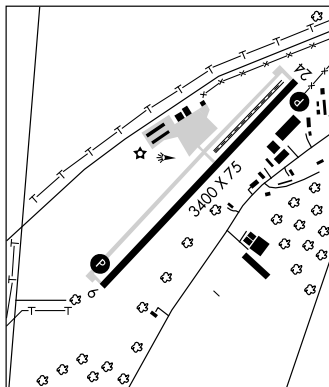
SYRACUSE DEP CON 126.125

RADIO AIDS TO NAVIGATION: NOTAM FILE ITH.

ITHACA (L) VOR/DME 111.8 ITH Chan 55 N42°29.70'

W76°27.60' 072° 12.3 NM to fld. 1102/10W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services
1-888-766-8267.

**CREEKSIDE** (See HOLCOMB)**DANSVILLE MUNI** (DSV) 1 NW UTC-5(-4DT) N42°34.25' W77°42.78'

DETROIT

662 B S4 FUEL 100LL NOTAM FILE DSV

L-30I, 31E, 32F

RWY 14-32: H3500X100 (ASPH) S-30 MIRL 0.7% up SE

IAP

RWY 14: VASI(V2L)—GA 3.0° TCH 53'. Road.

RWY 32: VASI(V4L)—GA 4.0° TCH 53'. Road.

RWY 18-36: H2443X100 (ASPH) S-30 MIRL 0.9% up S

RWY 18: Thld displcd 165'. Tree.

RWY 36: Tree.

AIRPORT REMARKS: Attended 1300Z-dark. Extensive glider activity. Normal glider ops utilize rgt-hand pattern for the turf area to the rgt of Rwy 32; left hand pattern for the turf area to the left of Rwy 14. ACTIVATE MIRL Rwy 14-32 and 18-36 and VASI Rwy 14 and 32-123.0.

WEATHER DATA SOURCES: ASOS 118.325 (585) 335-2380.**COMMUNICATIONS:** CTAF/UNICOM 123.0

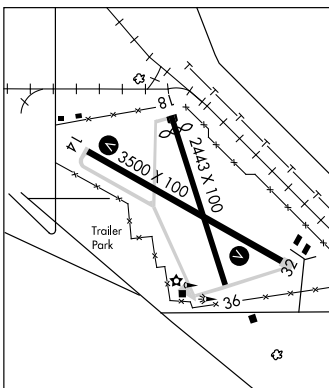
⑧ ROCHESTER APP/DEP CON 123.7

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

GENESEO (L) VOR/DME 108.2 GEE Chan 19 N42°50.06'

W77°43.97' 186° 15.6 NM to fld. 990/09W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services
1-888-766-8267.

**DART** (See MAYVILLE)**DEER PARK** N40°47.51' W73°18.22' NOTAM FILE ISP.

NEW YORK

(L) VOR/DME 117.7 DPK Chan 124 245° 6.3 NM to Republic. 117/12W.

COPTER

VOR/DME unusable byd 25 NM blo 5000'

H-10I, L-33B, 34H

DME unusable 265°-274° byd 17 NM blo 5000'

275°-280°

281°-015° byd 17 NM blo 5000'

| | | |
|------------------------|-----------------------------|--|
| APP CRS 343° | Rwy Idg TDZE Apt Elev | N/A N/A 662 |
|------------------------|-----------------------------|--|

RNAV (GPS) - A

DANSVILLE MUNI (DSV)

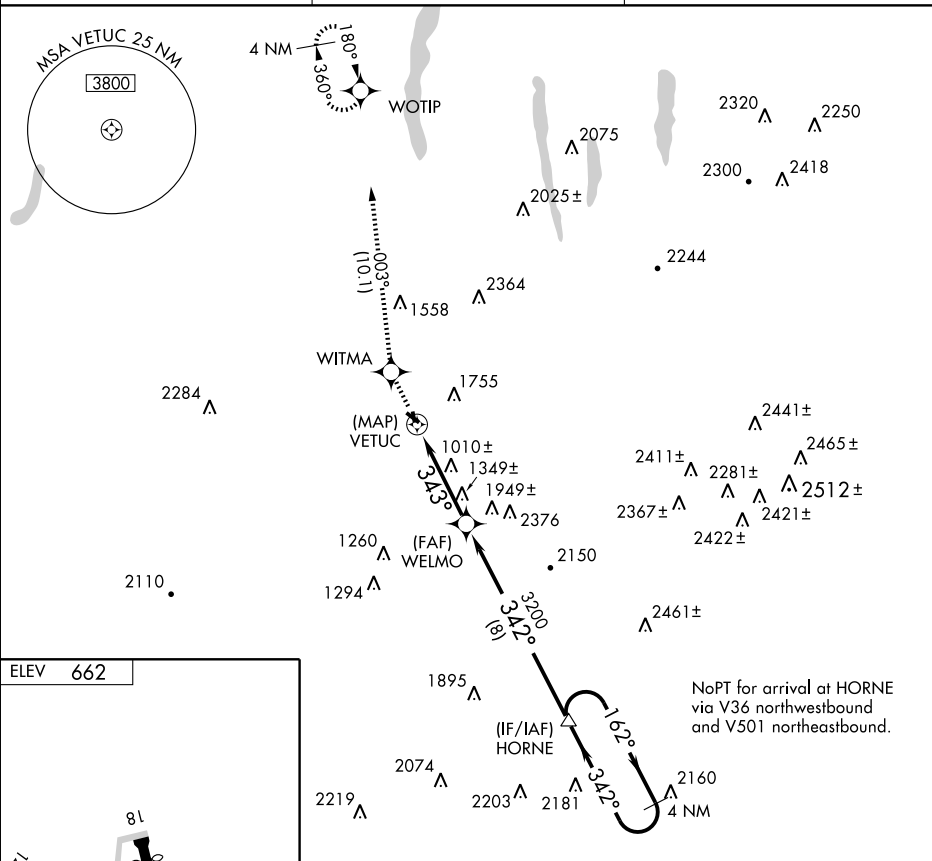
V DME/DME RNP-0.3 NA. Procedure NA at night.
A If local altimeter setting not received, use Greater Rochester
 Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3300 direct
 WITMA and via 003° track to WOTIP and hold.

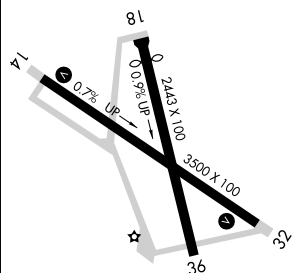
ASOS
118.325

ROCHESTER APP CON
123.7 322.3

UNICOM
123.0 (CTAF)



ELEV **662**



MIRL Rwy 14-32 and 18-36

DANSVILLE, NEW YORK

Orig 09239

42° 34'N - 77° 43'W

DANSVILLE MUNI (DSV)

RNAV (GPS) - A

APP CRS **151°**
 Rwy Idg **3500**
 TDZE **635**
 Apt Elev **662**

RNAV (GPS) RWY 14

DANSVILLE MUNI (DSV)

▼ DME/DME RNP-0.3 NA. Procedure NA at night.
▲ If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.

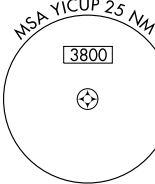
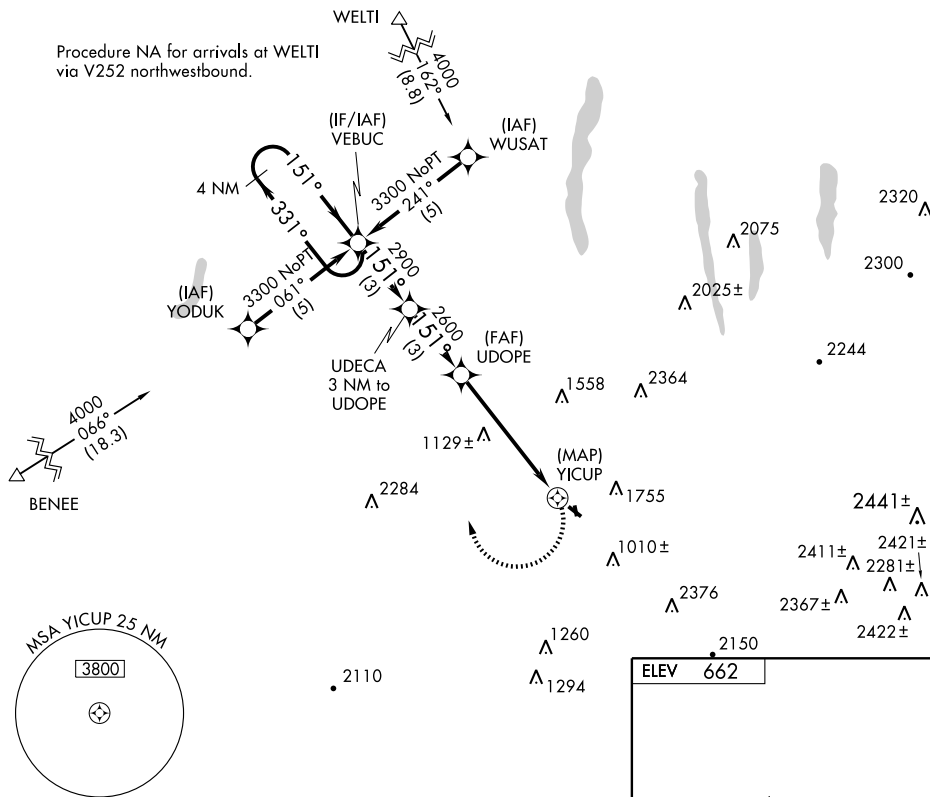
MISSED APPROACH: Climbing right turn to 3300 direct VEBUC and hold.

ASOS
118.325

ROCHESTER APP CON
123.7 322.3

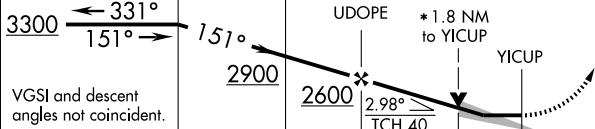
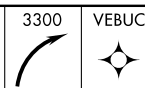
UNICOM
123.0 (CTAF)

Procedure NA for arrivals at WELTI via V252 northwestbound.



4 NM Holding Pattern VEBUC

* VDP NA with Greater Rochester Intl altimeter setting.



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|-------------------------|----|
| LNAV MDA | 1400-1 765 (800-1) | 1400-1¼ 765 (800-1¼) | 1400-2¼ 765 (800-2¼) | NA |
| CIRCLING | 1960-1¼ 1298 (1300-1¼) | 2120-1½ 1458 (1500-1½) | 2120-3 1458 (1500-3) | NA |

MIRL Rwy 14-32 and 18-36

APP CRS **180°**
 Rwy ldg **2278**
 TDZE **657**
 Apt Elev **662**

RNAV (GPS) RWY 18

DANSVILLE MUNI (DSV)

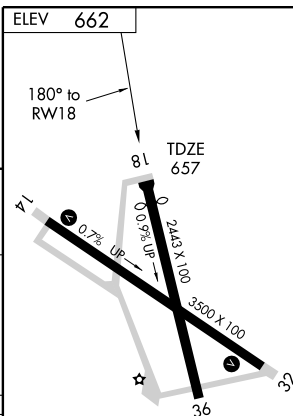
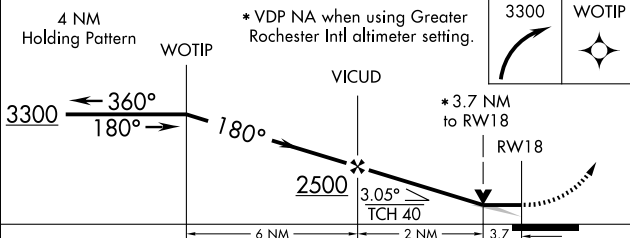
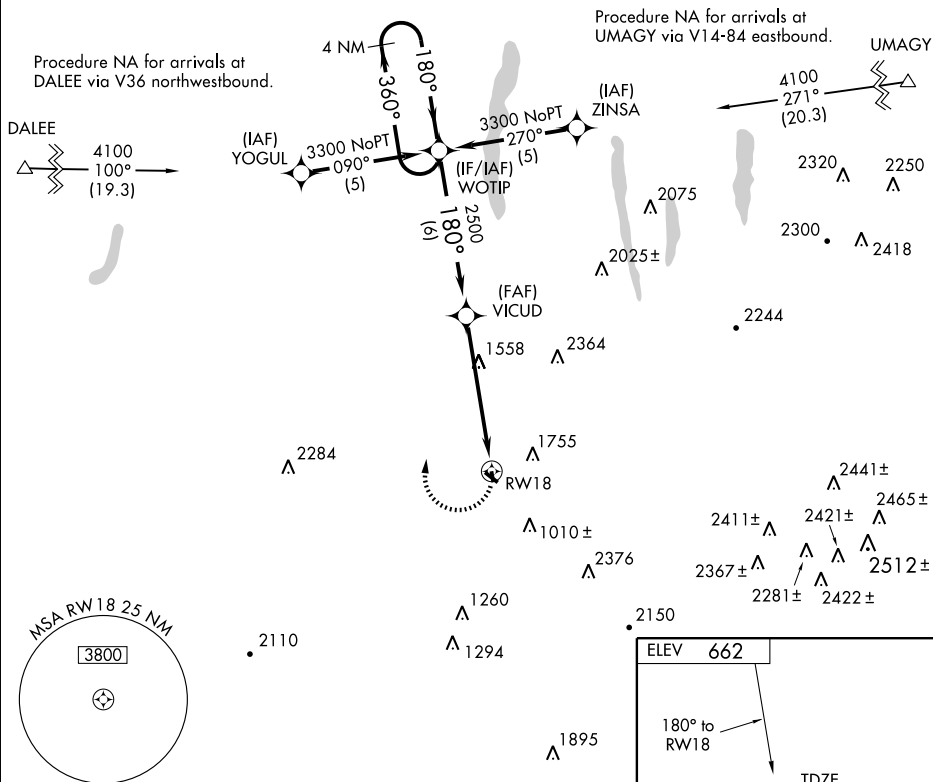
V DME/DME RNP-0.3 NA.
A If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 3300 direct WOTIP and hold.

ASOS
118.325

ROCHESTER APP CON
123.7 322.3

UNICOM
123.0 (CTAF) 0



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|-------------------------|----|
| RNAV MDA | 1860-1¼ 1203 (1200-1¼) | 1860-1½ 1203 (1200-1½) | 1860-3 1203 (1200-3) | NA |
| CIRCLING | 1960-1¼ 1298 (1300-1¼) | 2120-1½ 1458 (1500-1½) | 2120-3 1458 (1500-3) | NA |

MIRL Rwy 14-32 and 18-36 0

160

NEW YORK

DEGRASSE

MOORES

(1E8) 3 N UTC−5(−4DT) N44°23.28' W75°03.98'

MONTREAL

814 NOTAM FILE BTV

RWY 02–20: 2200X55 (TURF)

RWY 02: Trees. RWY 20: Trees

AIRPORT REMARKS: Unattended. Deer on and in vicinity of arpt. Rwy 20 52' trees 263' from thld crosses rwy width.
Rwy 02 ditch outlets located 31' from thld marked by cones. Rwy 20 starts at approximately 250' from trees on rwy end.

COMMUNICATIONS: CTAF 122.9

DE LANCEY

N42°10.70' W74°57.42' NOTAM FILE BUF.

NEW YORK

(L) VORW/DME 112.1 DNY Chan 58 301° 21.8 NM to Sidney Muni. 2560/11W.

H-11C, 12H, L-33A

HIWAS. HIWAS OTS indef.

DOLGEVILLE

(1F6) 1 NE UTC−5(−4DT) N43°07.00' W74°44.98'

NEW YORK

945 NOTAM FILE BUF

RWY 11–29: 1360X100 (TURF)

RWY 11: Road. RWY 29: Trees.

AIRPORT REMARKS: Unattended. There is no definite edge for Rwy 11 which is part of a playing fld. Athletics may be going on from Jun to Nov. Radio control airplanes invof rwy throughout the year. Rwy 11–29 soft and wet during spring.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1–888–766–8267.

DOWNTOWN MANHATTAN/WALL STREET HELIPORT

(See NEW YORK)

DRUM

N44°04.11' W75°44.16' NOTAM FILE GTB.

NEW YORK

NDB (MHW) 257 GTB 150° 1.1 NM to Wheeler Sack AAF.

L-32F

DUANESBURG

(4B1) 0 S UTC−5(−4DT) N42°45.50' W74°07.97'

NEW YORK

710 TPA—1510(800) NOTAM FILE BTV

RWY 10–28: H2600X45 (ASPH)

RWY 10: Trees. RWY 28: Trees.

AIRPORT REMARKS: Attended daylight hours. Parachute jumping. Rwy 10–28 loose and broken asph and may have loose material, check with arpt management for current condition at 518–895–4184. Rwy 10 safety area has −20' slope 25' from thld.

COMMUNICATIONS: CTAF/UNICOM 123.0

DUNKIRK

N42°29.43' W79°16.45' NOTAM FILE BUF

DETROIT

(H) VORTAC 116.2 DKK Chan 109 at Chautauqua Co Dunkirk. 680/07W.

H-10H, L-30H

VOR portion unusable 120°–180° byd 22 NM blo 4000'.

DME portion unusable:

100°–169° byd 17 NM blo 4700' 191°–205° byd 17 NM blo 5500'

170°–190° byd 17 NM blo 7500' 206°–235° byd 17 NM blo 4500'

DUNKIRK

CHAUTAUQUA CO/DUNKIRK (DKK) 3 E UTC−5(−4DT) N42°29.60' W79°16.32'

DETROIT

693 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE DKK

H-10H, L-30H

RWY 06–24: H5000X100 (ASPH–GRVD) S–45 HIRL

IAP

RWY 06: REIL. PAPI(P4L)—GA 3.0°. Trees. RWY 24: REIL. PAPI(P2L)—GA 3.0°. TCH 44'.

RWY 15–33: H4000X100 (ASPH) S–25 MIRL 0.8% up SE

RWY 15: PAPI(P4L)—GA 3.0°. TCH 36'. Tree. RWY 33: PAPI(P4L)—GA 3.1°. TCH 45'. Tree.

AIRPORT REMARKS: Attended 1300Z±–dusk. Deer and birds invof arpt. Ng't snow plowing not avbl. PPR for services after hrs, call FBO manager 716–366–6938. ACTIVATE HIRL Rwy 06–24 and MIRL Rwy 15–33, and PAPI Rwy 06, Rwy 24, Rwy 15 and Rwy 33, and REIL Rwy 06 and Rwy 24—CTAF.

WEATHER DATA SOURCES: ASOS 119.275 (716) 366–7664.

COMMUNICATIONS: CTAF/UNICOM 123.075

RCO 122.1R 116.2T (BUFFALO RADIO)

Ⓡ BUFFALO APP/DEP CON 126.5

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

DUNKIRK (H) VORTAC 116.2 DKK Chan 109 N42°29.43' W79°16.45' at fld. 680/07W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services on DKK VOR 122.1R,116.2T and 1–888–766–8267.

DUTCHESS CO

(See POUGHKEEPSIE)

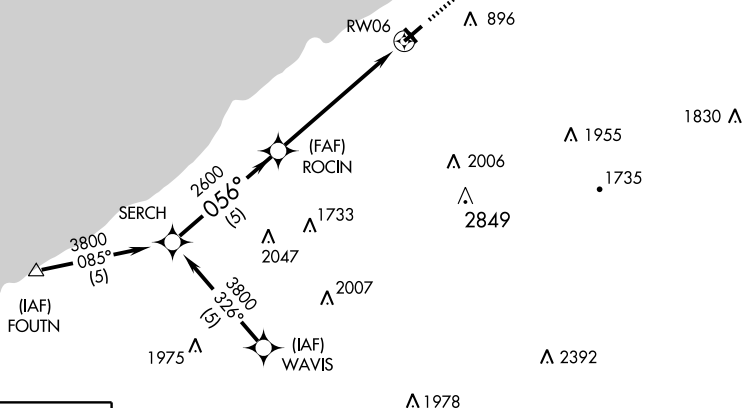
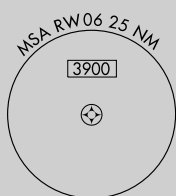
| | | |
|------------------------|-----------------------------|---|
| APP CRS 056° | Rwy Idg TDZE Apt Elev | 5000 676 693 |
|------------------------|-----------------------------|---|

GPS RWY 6

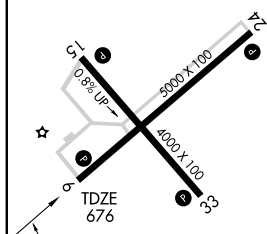
DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)



MISSED APPROACH: Climb to 3800 direct TRUNT WP and hold.

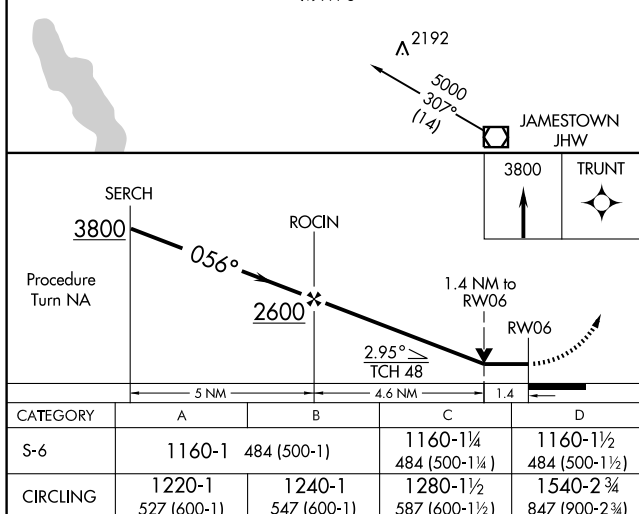
ASOS
119.275BUFFALO APP CON
126.5 317.6UNICOM
123.075 (CTAF) **0**

ELEV 693



MIRLS Rwy 15-33 **0**
 REIL Rwy 6 and 24 **0**
 HIRL Rwy 6-24 **0**

DUNKIRK, NEW YORK
 Orig 10210



DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

42°30'N-79°16'W

GPS RWY 6

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

| | | |
|------------------------|-----------------------------|---|
| APP CRS 236° | Rwy Idg TDZE Apt Elev | 5000 676 693 |
|------------------------|-----------------------------|---|

GPS RWY 24

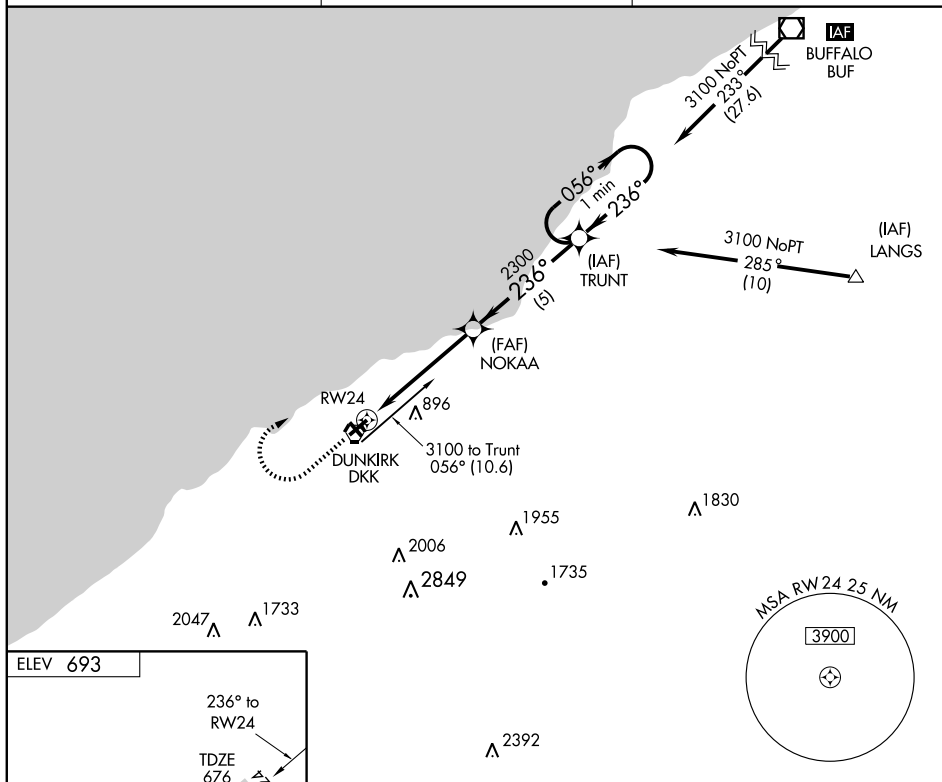
DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)



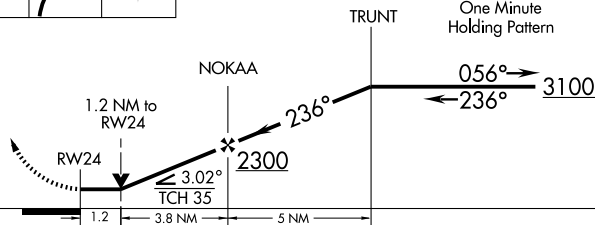
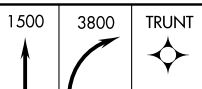
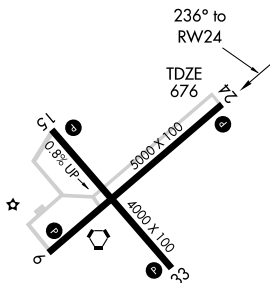
NA

IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climb to 1500, then climbing right turn to 3800 direct TRUNT WP and hold.

ASOS
119.275BUFFALO APP CON
126.5 317.6UNICOM
123.075 (CTAF) 0

ELEV 693



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-------------------------|-------------------------|
| S-24 | 1080-1 | 404 (400-1) | 1080-1¼ | 404 (400-1¼) |
| CIRCLING | 1220-1 527 (600-1) | 1240-1 547 (600-1) | 1280-1½ 587 (600-1½) | 1540-2¾ 847 (900-2¾) |

MIRLS Rwy 15-33 0

REIL Rwy 6 and 24 0

HIRL Rwy 6-24 0

DUNKIRK, NEW YORK

Orig 10210

DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

42°30'N-79°16'W

GPS RWY 24

| | | |
|------------------------|-----------------------------|---|
| APP CRS 326° | Rwy Idg TDZE Apt Elev | 4000 693 693 |
|------------------------|-----------------------------|---|

GPS RWY 33

DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

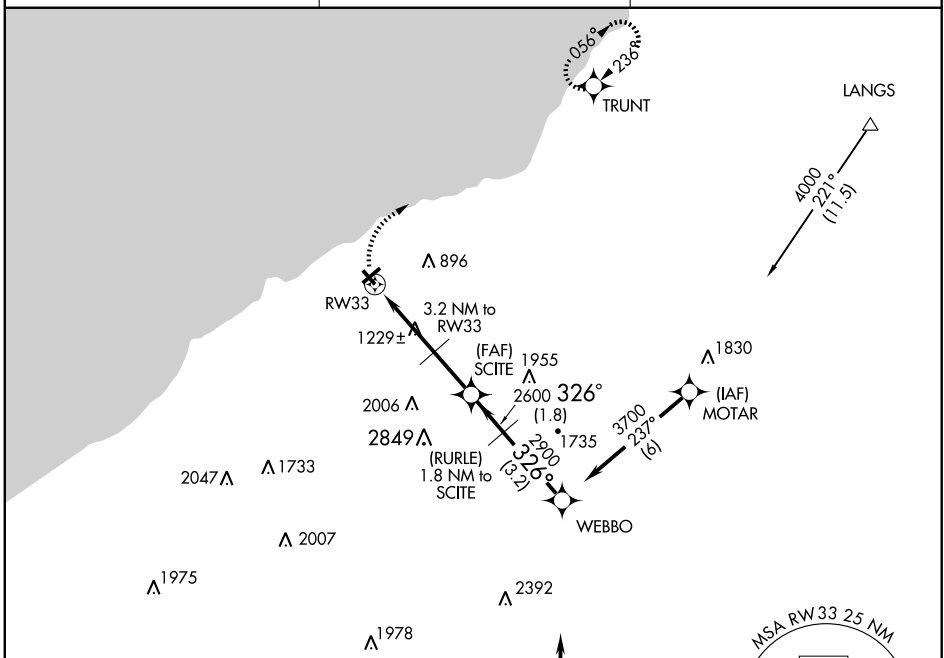


MISSED APPROACH: Climbing right turn to 3800 direct TRUNT WP and hold.

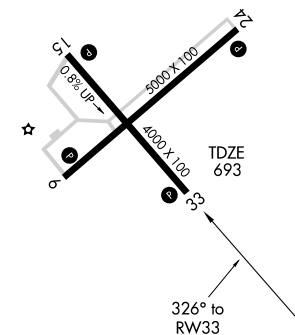
ASOS
119.275

BUFFALO APP CON
126.5 317.6

UNICOM
123.075 (CTAF) 0



ELEV 693



MIRLS Rwy 15-33 0
REIL Rwy 6 and 24 0
HIRL Rwy 6-24 0

| | | | | |
|---|-----------------------|-------------------------|-------------------------|-------------------------|
| <div> <div>3800 TRUNT</div> <div> <div>RW33</div> <div>3.2 NM to RW33</div> <div>3.28° TCH 48</div> <div>1860</div> <div>2600</div> <div>2900</div> <div>326°</div> <div>3700</div> </div> <div> <div>SCITE</div> <div>1.8 NM to SCITE</div> </div> <div> <div>WEBBO</div> <div>Procedure Turn NA</div> </div> </div> | | | | |
| VGSIs and descent angles not coincident. | | | | |
| CATEGORY | A | B | C | D |
| S-33 | 1480-1 787 (800-1) | 1480-1¼ 787 (800-1¼) | 1480-2¼ 787 (800-2¼) | 1480-2½ 787 (800-2½) |
| CIRCLING | 1480-1 787 (800-1) | 1480-1¼ 787 (800-1¼) | 1480-2¼ 787 (800-2¼) | 1540-2¾ 847 (900-2¾) |

DUNKIRK, NEW YORK
Orig 10210

DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)
42°30'N-79°16'W

GPS RWY 33

| | | | |
|---|------------------------|-----------------------------|---|
| VORTAC DKK 116.2 Chan 109 | APP CRS 070° | Rwy Idg TDZE Apt Elev | 5000 676 693 |
|---|------------------------|-----------------------------|---|

VOR RWY 6

DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

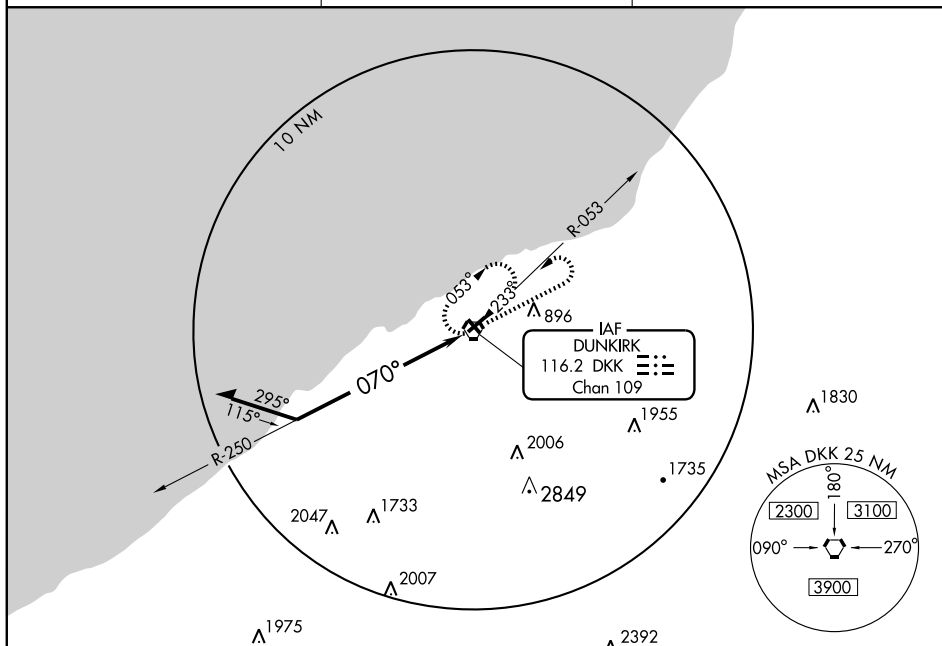


MISSED APPROACH: Climb to 2000, then climbing
left turn to 2700 direct DKK VORTAC and hold.

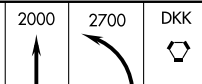
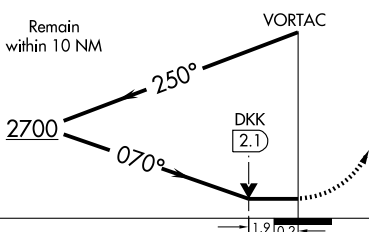
ASOS
119.275

BUFFALO APP CON
126.5 317.6

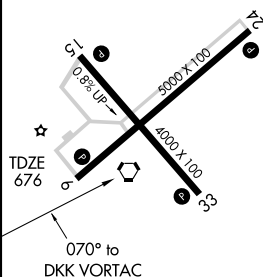
UNICOM
123.075 (CTAF) 0



Remain
within 10 NM



ELEV 693



| CATEGORY | A | B | C | D |
|----------|--------------------|---|------------------------|------------------------|
| S-6 | 1320-1 644 (700-1) | | 1320-1 644 (700-1 3/4) | 1320-2 644 (700-2) |
| CIRCLING | 1320-1 627 (700-1) | | 1320-1 627 (700-1 3/4) | 1540-2 847 (900-2 3/4) |

MIRLS Rwy 15-33 0
REIL Rwy 6 and 24 0
HIRL Rwy 6-24 0

DUNKIRK, NEW YORK
Amdt 2A 29JUL10

DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)
42°30'N-79°16'W
VOR RWY 6

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

VORTAC DKK
116.2
Chan **109**

APP CRS
233°

| Rwy Idg | TDZE | Apt Elev |
|---------|------|----------|
| 1 | 10 | 10 |
| 2 | 10 | 10 |
| 3 | 10 | 10 |
| 4 | 10 | 10 |
| 5 | 10 | 10 |
| 6 | 10 | 10 |
| 7 | 10 | 10 |
| 8 | 10 | 10 |
| 9 | 10 | 10 |
| 10 | 10 | 10 |
| 11 | 10 | 10 |
| 12 | 10 | 10 |
| 13 | 10 | 10 |
| 14 | 10 | 10 |
| 15 | 10 | 10 |
| 16 | 10 | 10 |
| 17 | 10 | 10 |
| 18 | 10 | 10 |
| 19 | 10 | 10 |
| 20 | 10 | 10 |
| 21 | 10 | 10 |
| 22 | 10 | 10 |
| 23 | 10 | 10 |
| 24 | 10 | 10 |
| 25 | 10 | 10 |
| 26 | 10 | 10 |
| 27 | 10 | 10 |
| 28 | 10 | 10 |
| 29 | 10 | 10 |
| 30 | 10 | 10 |
| 31 | 10 | 10 |
| 32 | 10 | 10 |
| 33 | 10 | 10 |
| 34 | 10 | 10 |
| 35 | 10 | 10 |
| 36 | 10 | 10 |
| 37 | 10 | 10 |
| 38 | 10 | 10 |
| 39 | 10 | 10 |
| 40 | 10 | 10 |
| 41 | 10 | 10 |
| 42 | 10 | 10 |
| 43 | 10 | 10 |
| 44 | 10 | 10 |
| 45 | 10 | 10 |
| 46 | 10 | 10 |
| 47 | 10 | 10 |
| 48 | 10 | 10 |
| 49 | 10 | 10 |
| 50 | 10 | 10 |
| 51 | 10 | 10 |
| 52 | 10 | 10 |
| 53 | 10 | 10 |
| 54 | 10 | 10 |
| 55 | 10 | 10 |
| 56 | 10 | 10 |
| 57 | 10 | 10 |
| 58 | 10 | 10 |
| 59 | 10 | 10 |
| 60 | 10 | 10 |
| 61 | 10 | 10 |
| 62 | 10 | 10 |
| 63 | 10 | 10 |
| 64 | 10 | 10 |
| 65 | 10 | 10 |
| 66 | 10 | 10 |
| 67 | 10 | 10 |
| 68 | 10 | 10 |
| 69 | 10 | 10 |
| 70 | 10 | 10 |
| 71 | 10 | 10 |
| 72 | 10 | 10 |
| 73 | 10 | 10 |
| 74 | 10 | 10 |
| 75 | 10 | 10 |
| 76 | 10 | 10 |
| 77 | 10 | 10 |
| 78 | 10 | 10 |
| 79 | 10 | 10 |
| 80 | 10 | 10 |
| 81 | 10 | 10 |
| 82 | 10 | 10 |
| 83 | 10 | 10 |
| 84 | 10 | 10 |
| 85 | 10 | 10 |
| 86 | 10 | 10 |
| 87 | 10 | 10 |
| 88 | 10 | 10 |
| 89 | 10 | 10 |
| 90 | 10 | 10 |
| 91 | 10 | 10 |
| 92 | 10 | 10 |
| 93 | 10 | 10 |
| 94 | 10 | 10 |
| 95 | 10 | 10 |
| 96 | 10 | 10 |
| 97 | 10 | 10 |
| 98 | 10 | 10 |
| 99 | 10 | 10 |
| 100 | 10 | 10 |

5000
676
693

VOR RWY 24

DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

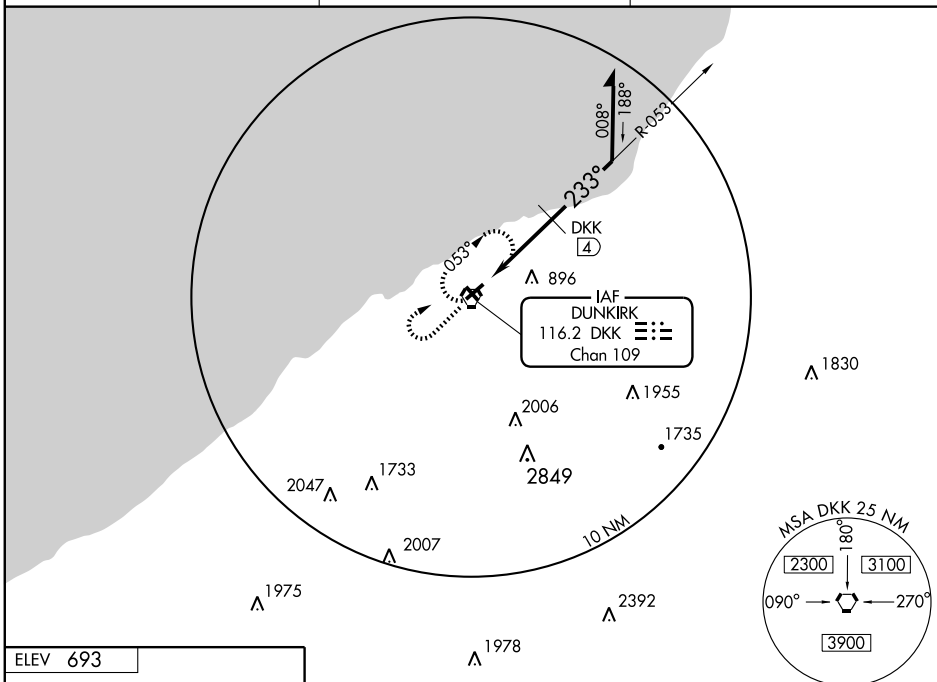


MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 direct DKK VORTAC and hold.

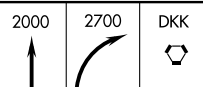
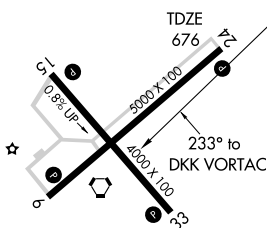
ASOS
119,275

BUFFALO APP CON
126.5 317.6

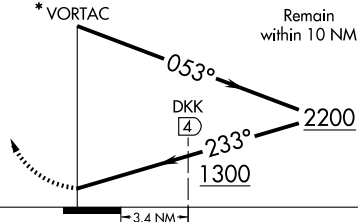
UNICOM
123.075 (CTAF) **L**



ELEV 693



* Maintain 2700 or above until established outbound for Procedure Turn.



| CATEGORY | A | B | C | D |
|--------------|-----------------------|-----------------------|-------------------------|-------------------------|
| S-24 | 1300-1 | 624 (700-1) | 1300-1½ 624 (700-1¾) | 1300-2 624 (700-2) |
| CIRCLING | 1300-1 | 607 (700-1) | 1300-1¾ 607 (700-1¾) | 1540-2¾ 847 (900-2¾) |
| DME MINIMUMS | | | | |
| S-24 | 1160-1 | 484 (500-1) | 1160-1½ 484 (500-1½) | 1160-1½ 484 (500-1½) |
| CIRCLING | 1220-1 527 (600-1) | 1240-1 547 (600-1) | 1280-1½ 587 (600-1½) | 1540-2¾ 847 (900-2¾) |

DUNKIRK, NEW YORK
Amdt 7A 29JUL10

DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)
42°30'N-79°16'W VOP PWY 24

VOR RWY 24

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

EAST 34TH STREET HELIPORT (See NEW YORK)**EAST HAMPTON** (HTO) 3 W UTC-5(-4DT) N40°57.57' W72°15.10'

NEW YORK

55 B S4 FUEL 100LL, JET A NOTAM FILE HTO

RWY 10-28: H4255X100 (ASPH) S-60 MIRL 0.6% up W

RWY 10: REIL. PAPI (P2L)—GA 3.0° TCH 55'. Trees.

RWY 28: REIL. PAPI(P2R)—GA 3.0°. Pole.

RWY 16-34: H2060X75 (ASPH) S-8 0.6% up NW

RWY 16: Road.

RWY 34: Road.

AIRPORT REMARKS: Attended 1300Z†-SS. Deer on and in/ov arpt. Rwy

16-34 cracked with vegetation growing through, standing water.

Noise abatement procedures in effect ctc arpt management for details at 631-537-1130. ACTIVATE MIRL Rwy 10-28, PAPI Rwy 10, PAPI Rwy 28, REIL Rwy 10, REIL Rwy 28—CTAF.

Pilot-controlled lgt unavbl dalgt hrs. Ldg fee for all transient acft to include touch and go ops.

WEATHER DATA SOURCES: HIWAS 113.6 HTO.**COMMUNICATIONS:** CTAF/UNICOM 122.7

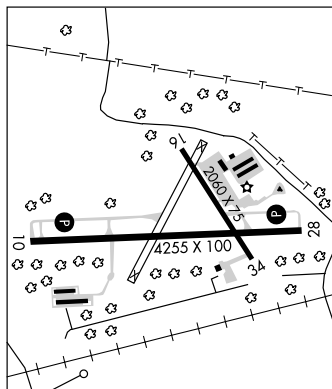
HAMPTON RCO 122.6 122.1R 113.6T (NEW YORK RADIO)

® NEW YORK APP/DEP CON 125.975 CLNC DEL 118.95

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

HAMPTON (H) VORTAC 113.6 HTO Chan 83 N40°55.14'

W72°19.00' 064° 3.8 NM to fld. 22/13W. HIWAS.



NEW YORK

COPTER

L-33C, 341

IAP

EAST MORICHES**LUFKER** (49N) 1 NE UTC-5(-4DT) N40°49.49' W72°45.06'

NEW YORK

57 NOTAM FILE ISP

RWY N-S: 2300X100 (TURF)

RWY N: Tree. RWY S: Road. Rgt tfc.

AIRPORT REMARKS: Attended dalgt hrs. Banner towing ops May-Oct. Glider and ultralights ops dalgt hrs May-Oct.

Spadaro arpt tfc pat 590' east. Ldg fee. Rwy N-S south end of rwy marked with boards.

COMMUNICATIONS: CTAF 122.9

NEW YORK

COPTER

SPADARO (1N2) 1 NE UTC-5(-4DT) N40°49.67' W72°44.92'

NEW YORK

50 S4 NOTAM FILE ISP

RWY 18-36: H2400X25 (ASPH) S-12.5E

RWY 18: Brush. RWY 36: Thld displaced 485'. P-line. Rgt tfc.

AIRPORT REMARKS: Attended May-Oct dalgt hours. Parachute Jumping. Ultralghts on and in/ov arpt. PAEW 75' east of

Rwy 18. Due to close proximity of LUFKER arpt (590 ft between rws) adhere to the following tfc pattern. North ops: SPADARO-Rgt tfc, LUFKER-Left tfc. South ops: SPADARO-Left tfc, LUFKER-Rgt tfc. Arrivals: Intercept final apch 45° to final apch leg 1500 ft from apch end of rwy. Departures: Make 45° turn ASAP after txf to intercept crosswind leg. Use south ops for ldg when winds are 5 knots or less; or when winds are more than 5 knots 90° either side of centerline. Use north ops for txf with no wind; heavy gross weight and for noise abatement. Rwy 18-36 marked with orange gray striped cones 2' high.

COMMUNICATIONS: CTAF/UNICOM 123.0

NEW YORK

COPTER

EDINBURG**PLATEAU SKY RANCH** (1F2) 1 NW UTC-5(-4DT) N43°13.50' W74°06.89'

NEW YORK

1070 NOTAM FILE BTV

RWY 06-24: 2400X100 (TURF)

RWY 06: Road. RWY 24: Trees.

RWY 01-19: 2000X100 (TURF)

RWY 01: Road. RWY 19: Road.



AIRPORT REMARKS: Unattended. Ultralgt acft on and in/ov arpt. Trap and skeet shooting between Rws 01 and 06. Rwy

01-19 edges marked with red cones all seasons exc winter. Rwy 06-24 edges marked with red cones all seasons exc winter. Acft parked/hangared on non-arpt land. Cross public road to/from arpt.

COMMUNICATIONS: CTAF/UNICOM 122.8**ELIZABETH FLD** (See FISHERS ISLAND)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4255 |
| 282° | TDZE | 46 |
| | Apt Elev | 55 |

RNAV (GPS) RWY 28

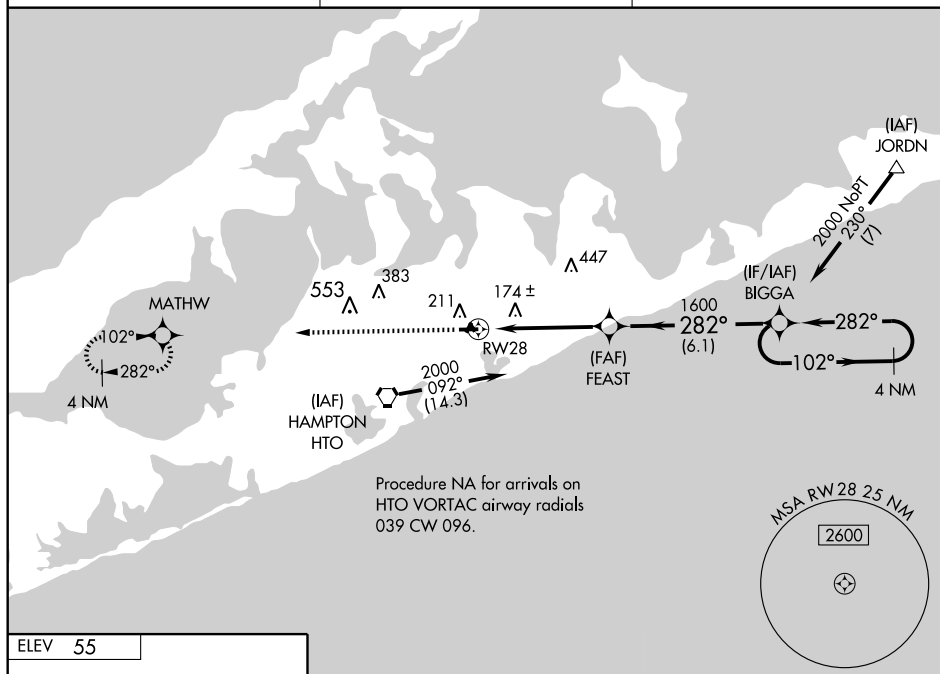
| | |
|--|---|
|  | DME/DME RNP-0.3 NA. |
|  NA | <p>Visibility reduction by helicopters NA.</p> <p>Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.</p> |

MISSED APPROACH: Climb to 2000
direct MATHW and hold.

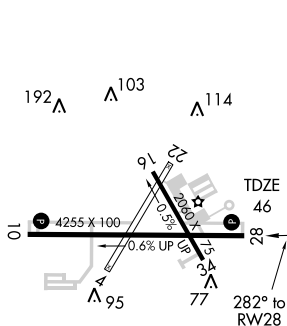
NEW YORK APP CON
125.975 343.65

CLNC DEL
118.95

UNICOM
122.7 (CTAF) **L**



ELEV 55



MIRL Rwy 10-28 **L**
REIL Rwys 10 and 28 **L**

EAST HAMPTON, NEW YORK
Orig 10098

40°58'N - 72°15'W

EAST HAMPTON (HT0)

RNAV (GPS) RWY 28

NE-2. 23 SEP 2010 to 21 OCT 2010

APP CRS
102°

Rwy Idg **4255**
TDZE **55**
Apt Elev **55**

RNAV (GPS) Y RWY 10

EAST HAMPTON (HTO)

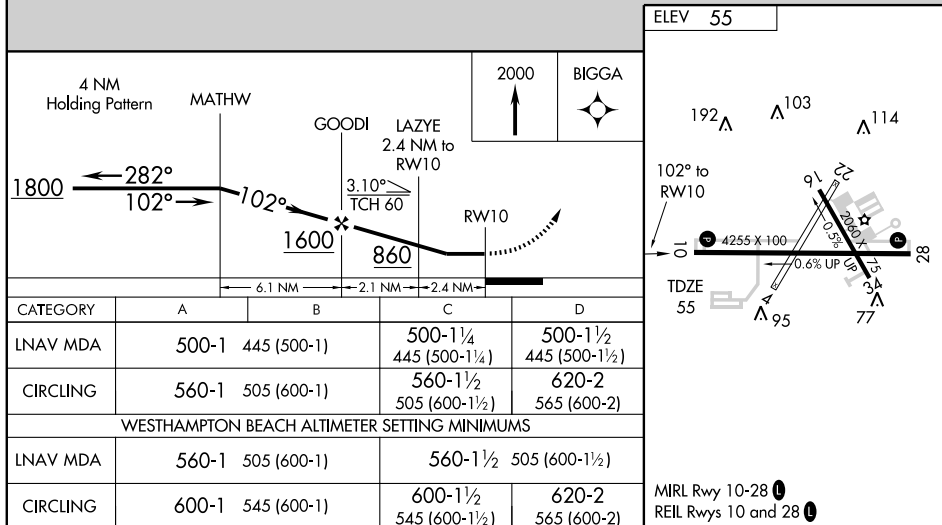
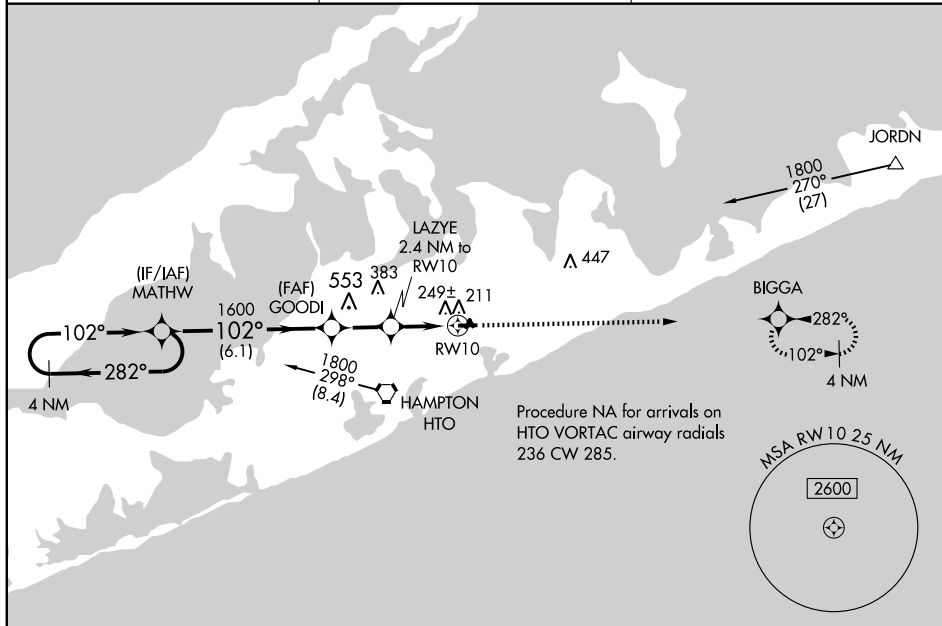
▽ DME/DME RNP-0.3 NA.
△ NA Visibility reduction by helicopters NA.
Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climb to 2000
direct BIGGA and hold.

NEW YORK APP CON
125.975 343.65

CLNC DEL
118.95

UNICOM
122.7 (CTAF) 0



| | | |
|--|------------------------|---|
| WAAS CH 40112 W10A | APP CRS 102° | Rwy Idg 4255 TDZE 55 Apt Elev 55 |
|--|------------------------|---|

RNAV (GPS) Z RWY 10

EAST HAMPTON (HTO)

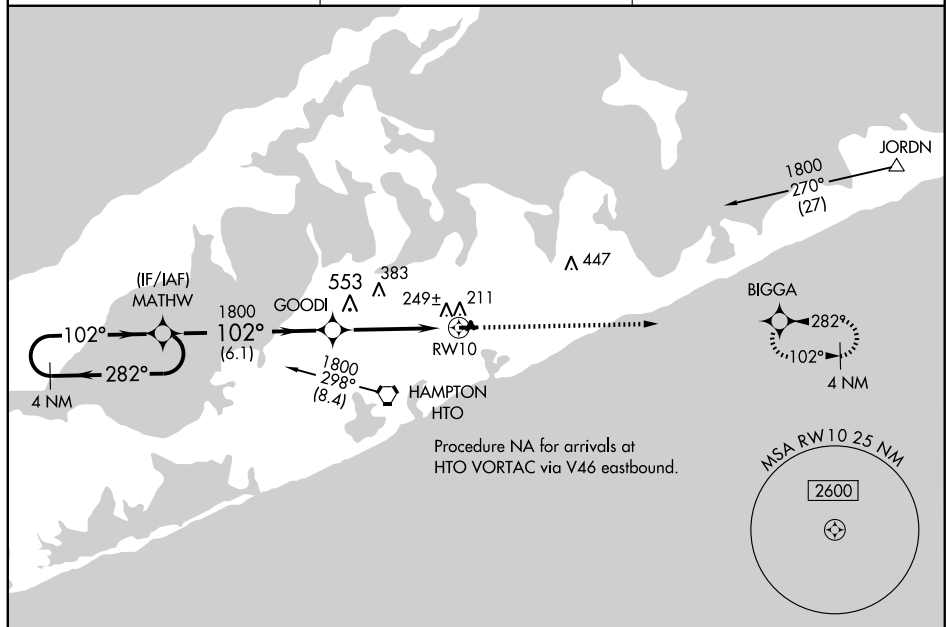
▼ Baro-VNAV NA when using Westhampton altimeter setting.
▲ NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 50°C (122°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct BIGGA and hold.

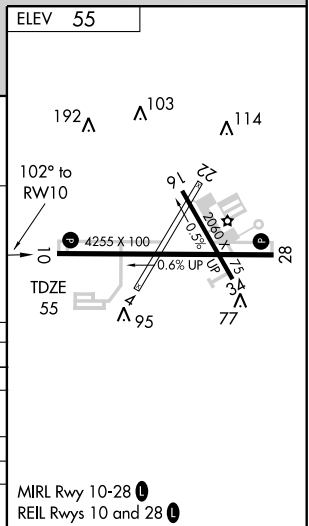
NEW YORK APP CON
125.975 343.65

CLNC DEL
118.95

UNICOM
122.7 (CTAF) 0



| | | | | | |
|--|--------|--------------|--------|------|---|
| 4 NM Holding Pattern | | MATHW | GOODI | 2000 | BIGGA |
| 1800 ← 282° | | 102° → | 1800 | 102° | VGSI and RNAV glidepath not coincident. |
| GS 3.47° | | | | | |
| TCH 60 | | | | | |
| | | 6.1 NM | 4.5 NM | | |
| CATEGORY | A | B | C | D | |
| LPV DA | 408-1 | 353 (400-1) | | NA | |
| LNAV/VNAV DA | 524-1½ | 469 (500-1½) | | NA | |
| WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS | | | | | |
| LPV DA | 453-1¼ | 398 (400-1¼) | | NA | |
| LNAV/VNAV DA | 569-1½ | 514 (600-1½) | | NA | |



| | | | |
|------------|---------|----------|-----|
| VORTAC HTO | APP CRS | Rwy Idg | N/A |
| 113.6 | 063° | TDZE | N/A |
| Chan 83 | | Apt Elev | 55 |

VOR-A
EAST HAMPTON (HTO)

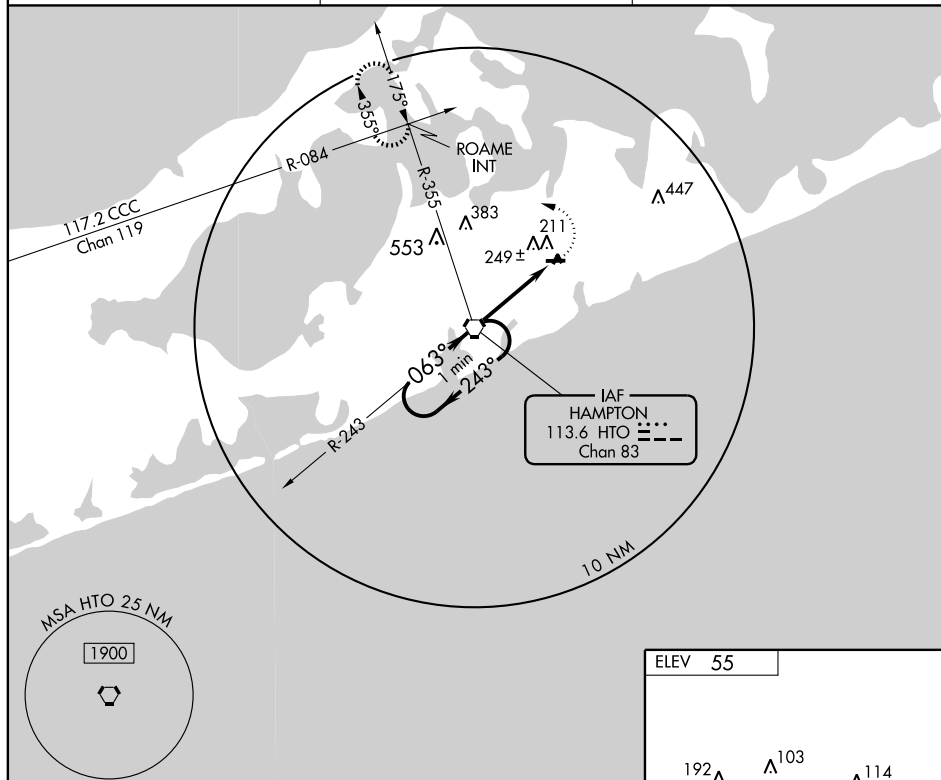
NA Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via heading 280° and HTO VORTAC R-355 to ROAME INT and hold.

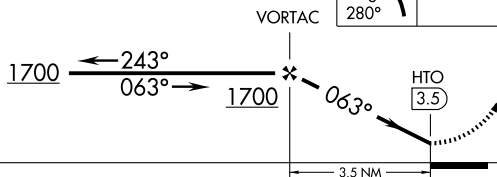
NEW YORK APP CON
125.975 343.65

CLNC DEL
118.95

UNICOM
122.7 (CTAF) 0

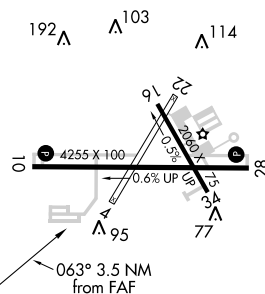


One Minute
Holding Pattern



| CATEGORY | A | B | C | D |
|--|-------|-------------|------------------------|----------------------|
| CIRCLING | 560-1 | 505 (600-1) | 560-1½ 505 (600-1½) | 620-2 565 (600-2) |
| WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 600-1 | 545 (600-1) | 600-1½ 545 (600-1½) | 620-2 565 (600-2) |

ELEV 55



MIRL Rwy 10-28 0
REIL Rws 10 and 28 0

| FAF to MAP 3.5 NM | | | | | |
|-------------------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:30 | 2:20 | 1:45 | 1:24 | 1:10 |

EAST HAMPTON, NEW YORK
Amdt 11 10098

40°58'N - 72°15'W

VOR-A
EAST HAMPTON (HTO)

ELLENVILLE

JOSEPH Y RESNICK (N89) 01 NE UTC-5(-4DT) N41°43.67' W74°22.64'

292 B FUEL 100LL NOTAM FILE ISP

RWY 04-22: H3838X75 (ASPH) MIRL

RWY 04: REIL. PAPI(P2L). Trees.

RWY 22: REIL. PAPI(P2L). Thld displcd 300'. Trees. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-3838 TODA-3838 ASDA-3838 LDA-3538

RWY 22: TORA-3838 TODA-3838 ASDA-3838 LDA-3538

AIRPORT REMARKS: Attended 1300Z†-dusk. Rwy 04-22 PAEW Mon-Fri 1200-2200Z†. Deer on and invof arpt. Avoid overflight of hospital and school buildings approximately one mile SW of Rwy 22 and prison approximately ½ mile NE of arpt. Glider activity on and invof arpt. ACTIVATE MIRL Rwy 04-22—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **NEW YORK APP/DEP CON** 132.75

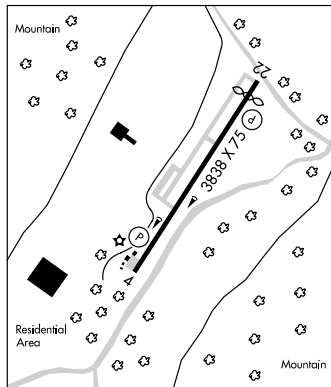
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93'

W73°49.33' 291° 25.2 NM to fld. 580/12W. **HIWAS.**

NEW YORK

L-33B, 34I



APP CRS
061°

Rwy Idg **3538**
TDZE **290**
Apt Elev **290**

GPS RWY 4

ELLENVILLE/JOSEPH Y RESNICK (N89)

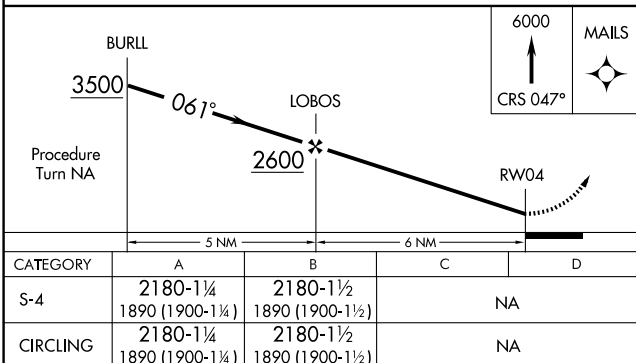
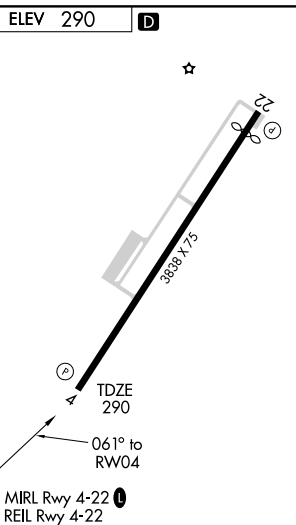
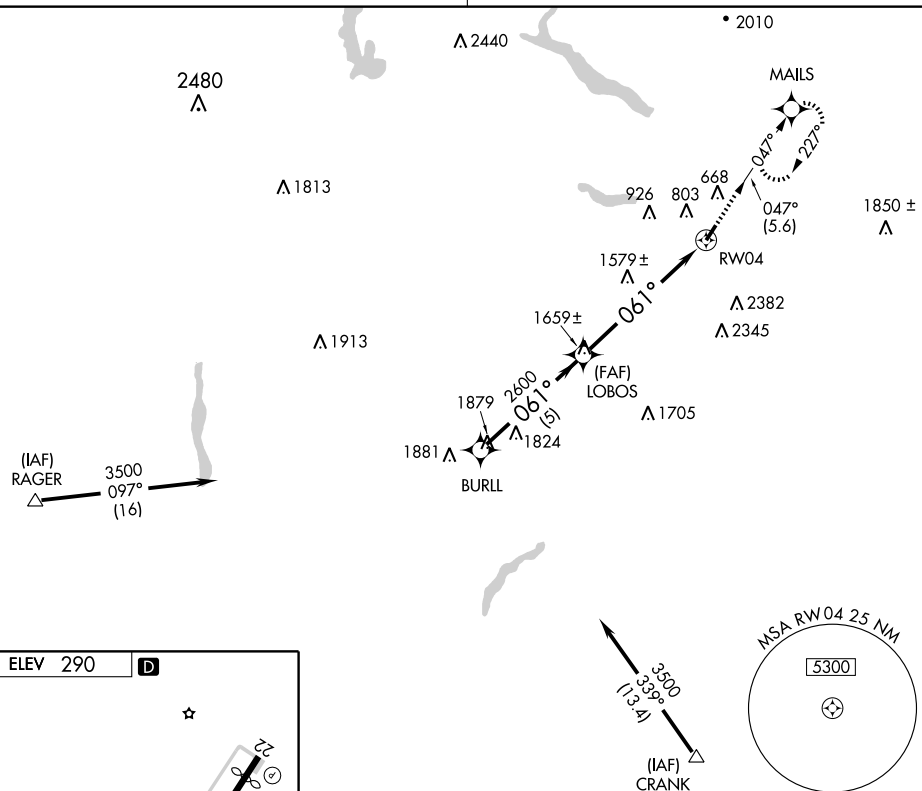


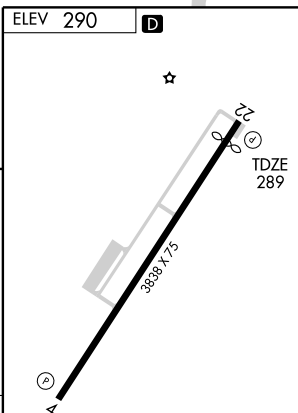
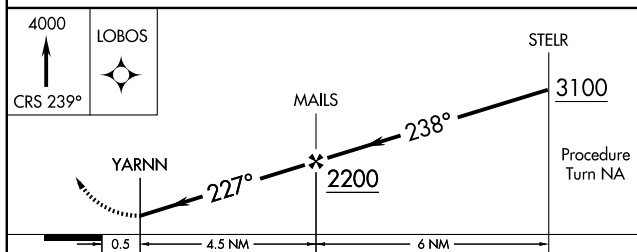
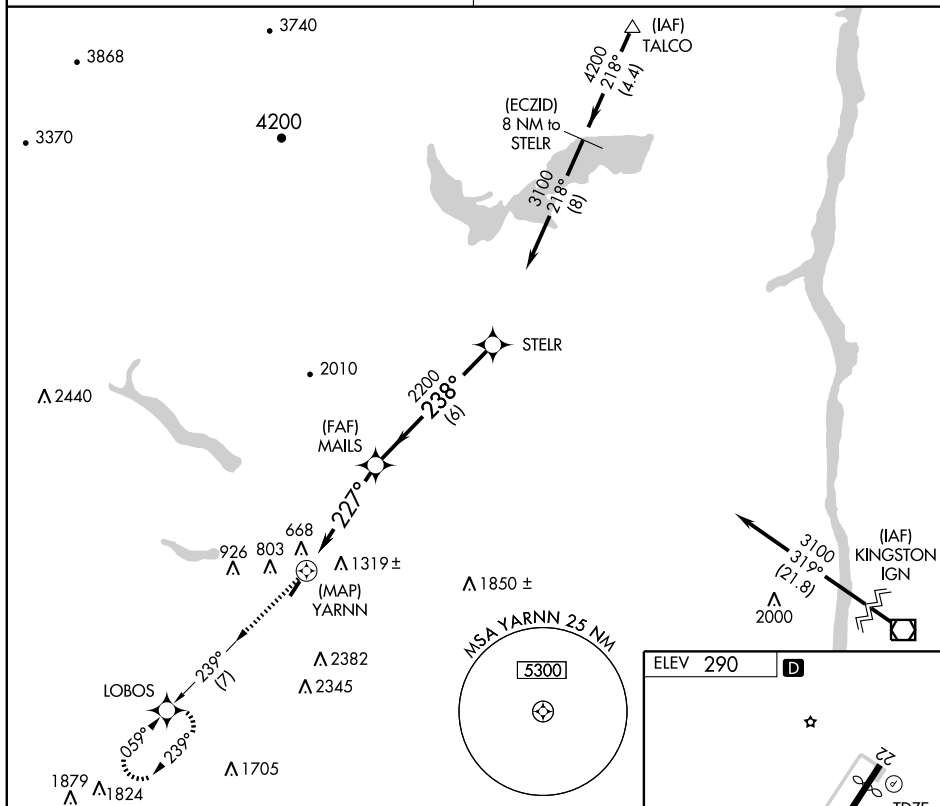
Use Stewart Intl altimeter setting.
Circling not authorized east of Rwy 4-22.

MISSED APPROACH: Climb to 6000 via
047° course to MAILS WP and hold.

NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF) 0



APP CRS
227°Rwy Idg **3538**
TDZE **289**
Apt Elev **290**Use Stewart Intl altimeter setting.
Circling not authorized east of Rwy 4-22.MISSED APPROACH: Climb to 4000 via
239° course to LOBOS WP and hold.NEW YORK APP CON
132.75 363.1UNICOM
122.8 (CTAF) 0

| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|----|---|
| S-22 | 2080-1¼ 1791 (1800-1¼) | 2080-1½ 1791 (1800-1½) | NA | |
| CIRCLING | 2080-1¼ 1790 (1800-1¼) | 2080-1½ 1790 (1800-1½) | NA | |

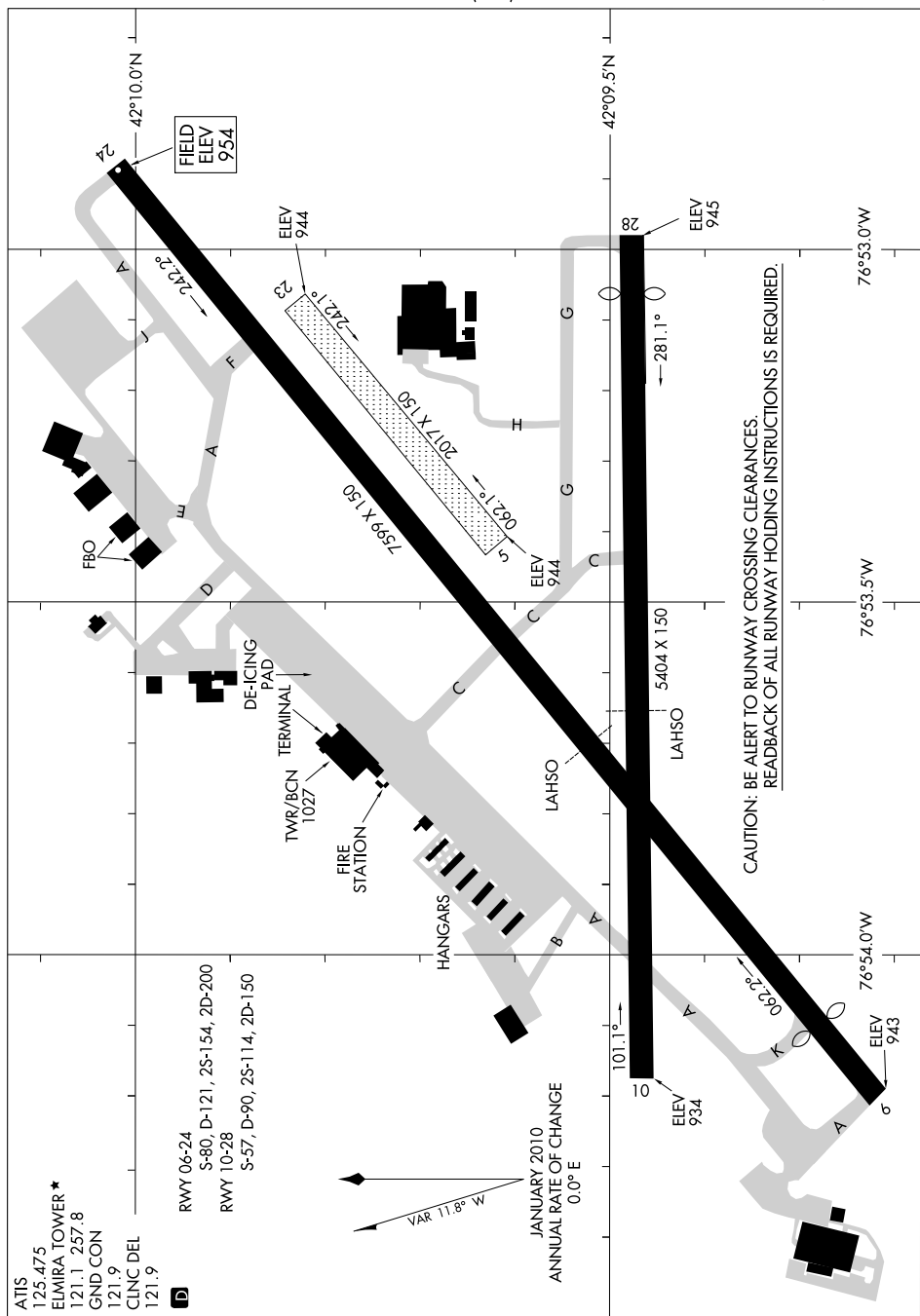
MIRL Rwy 4-22 **0**
REIL Rwy 4-22

AIRPORT DIAGRAM

AL-131 (FAA)

ELMIRA/CORNING RGNL (ELM)
ELMIRA, NEW YORK

NE-2, 23 SEP 2010 to 21 OCT 2010



NE-2, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

ELMIRA, NEW YORK
ELMIRA/CORNING RGNL (ELM)

10210

ELMIRA/CORNING RGNL (ELM) 6 NW UTC-5(-4DT) N42°09.59' W76°53.50'

NEW YORK

954 B S4 FUEL 100LL, JET A OX 4 TPA-2099(1145) ARFF Index-See Remarks H-10H, 121, L-30J, 32F

IAP, AD

NOTAM FILE ELM

RWY 06-24: H7599X150 (ASPH-GRVD) S-80, D-121, 2S-154, 2D-200 HIRL CL

RWY 06: MALSR. VASI(V4L)—GA 3.0°TCH 51'. Thld dsplcd 600'. Tree.

RWY 24: MALSR. VASI(V4L)—GA 3.0°TCH 52'. Tree.

RWY 10-28: H5404X150 (ASPH-GRVD) S-57, D-90, 2S-114, 2D-150 MIRL

RWY 28: PAPI(P4L)—GA 3.0° TCH 40'. Thld dsplcd 400'.

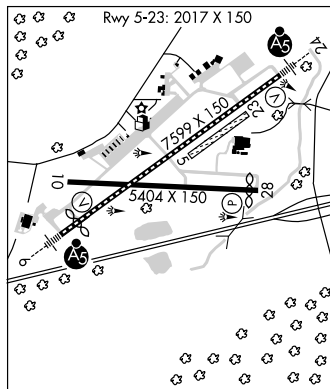
RWY 05-23: 2017X150 (TURF)

LAND AND HOLD SHORT OPERATIONS

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---------------|------------------|-----------|
| RWY 24 | 10-28 | 4750 |
| RWY 28 | 06-24 | 3050 |

RUNWAY DECLARED DISTANCE INFORMATION

| | | | | |
|----------------|-----------|-----------|-----------|----------|
| RWY 05: | TORA-2017 | TODA-2017 | ASDA-2017 | LDA-2017 |
| RWY 06: | TORA-7599 | TODA-7599 | ASDA-7599 | LDA-6999 |
| RWY 10: | TORA-5404 | TODA-5404 | ASDA-5004 | LDA-5004 |
| RWY 23: | TORA-2017 | TODA-2017 | ASDA-2017 | LDA-2017 |
| RWY 24: | TORA-7599 | TODA-7599 | ASDA-7599 | LDA-7599 |
| RWY 28: | TORA-5404 | TODA-5404 | ASDA-5404 | LDA-5004 |



AIRPORT REMARKS: Attended continuously. Extensive glider activity on and in/ovf arpt. Birds and deer on and in/ovf arpt. Blimp activity req PPR, ctc arpt manager at 607-426-5622. Class I, ARFF Index B. ARFF index C equipment coverage is avbl upon request ctc arpt management at 607-426-5622. Acft with wing spans greater than 93 ft should use extreme care when taxiing on Twy A adjacent to ramps. Rwy 05-23 (SE of Rwy 06-24) unmarked seasonal use TURF rwy CLOSED 1 Dec through 30 Apr. For land side access from apron when FBO clsd ctc ELM arpt attendant at 607-426-5621. Rwy 05-23 marked with asph L corner markers. Winter de-icing on Glycol Ramp only. When twr clsd ACTIVATE HIRL Rwy 06-24; MALSR Rwy 06 and Rwy 24; twy lgts Twy A and Twy C north of Rwy 06-24—CTAF, for MIRL Rwy 10-28 and all other twy lgts call 607-426-5621. Ldg fee for all non based acft.

WEATHER DATA SOURCES: ASOS (607) 796-0065.

COMMUNICATIONS: CTAF 121.1 ATIS 125.475 UNICOM 122.95

RCO 122.4 122.2 (BUFFALO RADIO)

Ⓡ **ELMIRA APP/DEP CON** 118.15 119.45 (1100-0500Z‡)

Ⓡ **NEW YORK CENTER APP/DEP CON** 133.35 (0500-1100Z‡)

ELMIRA TOWER 121.1 (1100-0500Z‡) GND CON 121.9 CLNC DEL 121.9

AIRSPACE: CLASS D svc 1100-0500Z‡ other times CLASS E. TRSA svc ctc APP CON (within 15 NM).

RADIO AIDS TO NAVIGATION: NOTAM FILE ELM.

(L) VOR/DME 109.65 ULW Chan 33(Y) N42°05.65' W77°01.49' 068° 7.1 NM to fld. 1620/12W.

ALPINE NDB (MHW) 245 ALP N42°14.32' W76°45.84' 242° 7.4 NM to fld.

ILS 109.1 I-ELM Rwy 24. Class IE. ILS unmonitored when twr clsd.

ILS 109.1 I-UEK Rwy 06. Class IT. ILS unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: When ELM twr clsd, clnc del/cancellations avbl thru RCO 122.2/122.4 or call Buffalo

AFSS 1-800-WX-BRIEF.

ELMIRA TWO DEPARTURE

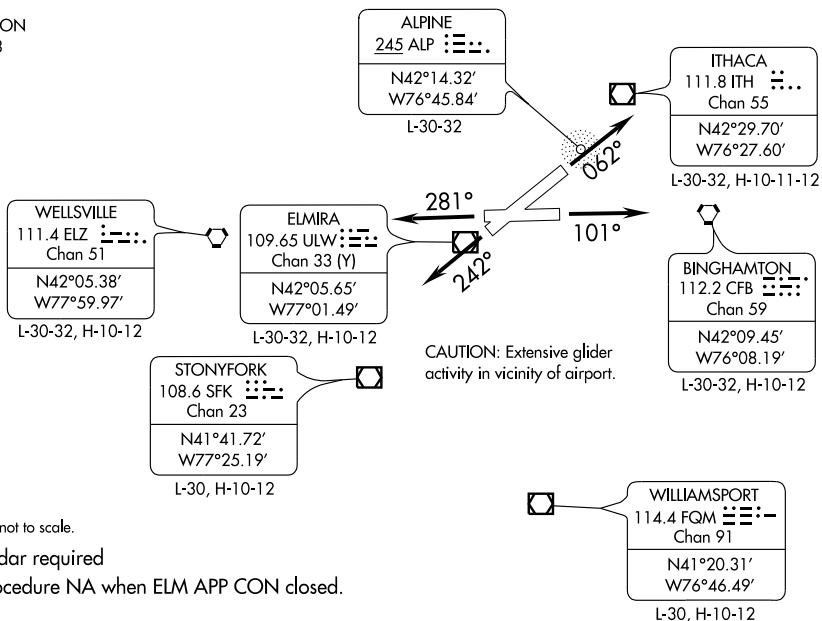
SL-131 (FAA)

ELMIRA/CORNING RGNL (ELM)
ELMIRA, NEW YORK

ATIS 125.475
CLNC DEL
121.9
GND CON
121.9
ELMIRA TOWER *
121.1 257.8
ELMIRA DEP CON
119.45 257.8

TAKE-OFF MINIMUMS:

Rwy 5, 23: NA - ATC.
Rwy 6: 600-2 $\frac{3}{4}$ or Standard with minimum climb of 325' per NM to 1700.
Rwy 10: Standard with minimum climb of 449' per NM to 1600.
Rwy 24: Standard with minimum climb of 423' per NM to 2400.
Rwy 28: Standard with minimum climb of 636' per NM to 2100.



NOTE: Chart not to scale.

NOTE: Radar required

NOTE: Procedure NA when ELM APP CON closed.

TAKE-OFF OBSTACLES:

NOTE: Rwy 6: Multiple trees beginning 984' from DER, 228' left of centerline, up to 34' AGL/1023' MSL.

Multiple trees 2.1 NM from DER, 3938' left of centerline, up to 100' AGL/1499' MSL.

Multiple trees beginning 809' from DER, 102' right of centerline, up to 39' AGL/1028' MSL.

NOTE: Rwy 10: Poles and multiple trees beginning 551' from DER, 38' left of centerline, up to 49' AGL/998' MSL.

Pole and multiple trees beginning 130' from DER, 125' right of centerline, up to 63' AGL/1012' MSL.

NOTE: Rwy 24: Sign and Multiple Trees beginning 870' from DER, 528' left of centerline, up to 48' AGL/1006' MSL.

NOTE: Rwy 28: Multiple trees beginning 1341' from DER, 289' left of centerline, up to 73' AGL/1012' MSL.

Tower and multiple trees beginning 440' from DER, 472' right of centerline, up to 92' AGL/1031' MSL.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 06: Climb heading 062° to 4000, thence. . . .TAKE-OFF RUNWAY 24: Climb heading 242° to 4000, thence. . . .TAKE-OFF RUNWAY 10: Climb heading 101° to 4000, thence. . . .TAKE-OFF RUNWAY 28: Climb heading 281° to 4000, thence. . . .

. . . . Expect radar vectors to join assigned route/fix. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If radio contact is not established/lost within 2 minutes after departure, proceed on course and climb to 5000'. Ten minutes after departure, climb to filed altitude/flight level.

ILS or LOC RWY 24

ELMIRA/CORNING RGNL (ELM)

| | | | |
|--------------|-------------|----------|-------------|
| LOC I-ELM | APP CRS | Rwy Idg | 7599 |
| 109.1 | 242° | TDZE | 955 |
| | | Apt Elev | 955 |



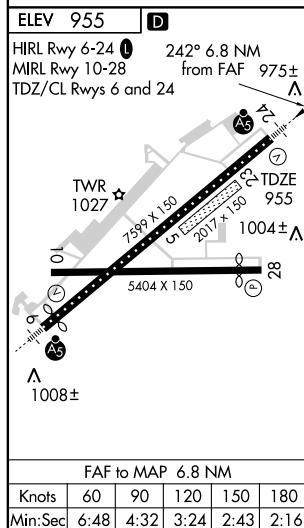
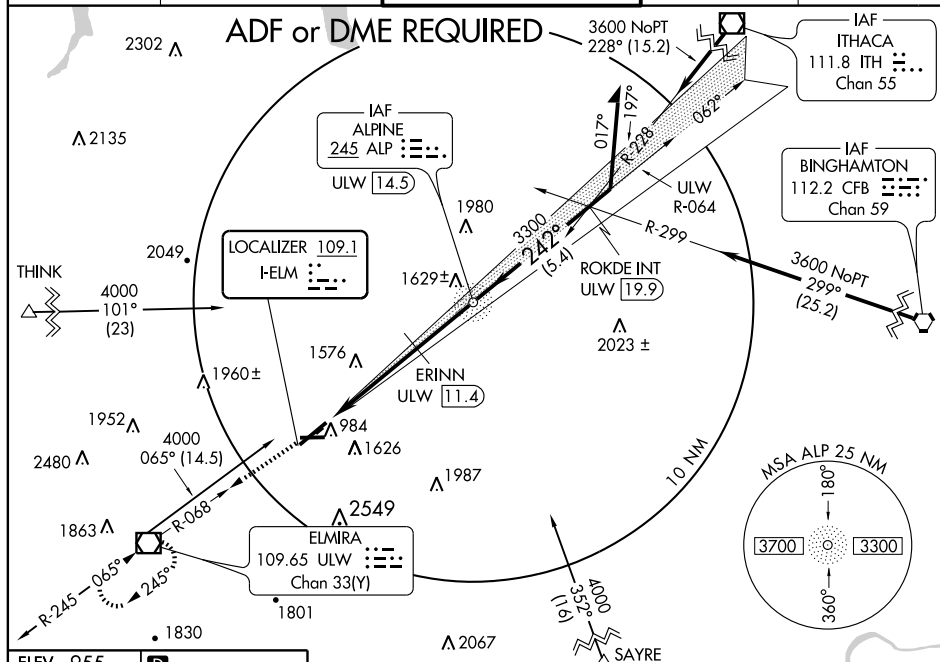
DME from ULW VOR/DME.

MALSR



MISSED APPROACH: Climb to 4000 via
ULW R-068 to ULW VOR/DME and hold.

| | | | | |
|------------------------|---|---|-------------------------|-------------------------|
| ATIS 125.475 | ELMIRA APP CON ★ 119.45 257.8 | ELMIRA TOWER ★ 121.1 (CTAF) 257.8 | GND CON 121.9 | UNICOM 122.95 |
|------------------------|---|---|-------------------------|-------------------------|



4000

ULW

ULW R-068

109.65

ERINN

ULW

11.4

NDB

ULW

14.5

Remain within 10 NM

ULW

7.7

3215

062°

242°

3600

GS 3.00°

TCH 55

2040*

* LOC only

3300

3.6 NM

3.2 NM

| CATEGORY | A | B | C | D |
|--------------------|---------------------------|---------------------------|-------------------------|-------------------------|
| S-ILS 24 | 1205/24 | | 250 (300-½) | |
| S-LOC 24 | 2040/40 1085 (1100-¾) | 2040/50 1085 (1100-1) | 2040-2½ 1085 (1100-2½) | |
| CIRCLING | 2060-1¼ 1105 (1200-1¼) | 2120-1½ 1165 (1200-1½) | 2140-3 1185 (1200-3) | |
| ERINN FIX MINIMUMS | | | | |
| S-LOC 24 | 1600/24 645 (700-½) | | 1600/60 645 (700-1¼) | 1600-1½ 645 (700-1½) |
| CIRCLING | 2060-1¼ 1105 (1200-1¼) | 2120-1½ 1165 (1200-1½) | 2140-3 1185 (1200-3) | |

ELMIRA, NEW YORK

Amdt 18B 10210

42°10'N - 76°53'W

ELMIRA/CORNING RGNL (ELM)

ILS or LOC RWY 24

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

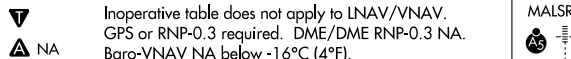
Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

| CITY/AIRPORT | LDG RWY | HOLD-SHORT POINT | MEASURED DISTANCE |
|------------------------------|---------|------------------|-------------------|
| ALBANY, NY | | | |
| ALBANY INTL (ALB) | 01 | 10-28 | 4,150 feet |
| | 28 | 01-19 | 3,750 feet |
| ATLANTIC CITY, NJ | | | |
| ATLANTIC CITY INTL (ACY) | 04 | 13-31 | 3,550 feet |
| | 13 | 04-22 | 3,600 feet |
| | 31 | 04-22 | 5,750 feet |
| ELMIRA, NY | | | |
| ELMIRA/CORNING RGNL (ELM) | 24 | 10-28 | 4,750 feet |
| | 28 | 06-24 | 3,050 feet |
| FARMINGDALE, NY | | | |
| REPUBLIC (FRG) | 32 | 01-19 | 3,650 feet |
| ISLIP, NY | | | |
| LONG ISLAND MAC ARTHUR (ISP) | 06 | 15R-33L | 4,200 feet |
| | 10 | 15R-33L | 3,000 feet |
| | 15R | 10-28 | 4,600 feet |
| | 24 | 10-28 | 4,600 feet |
| | 28 | 06-24 | 4,500 feet |
| NEW YORK, NY | | | |
| LA GUARDIA (LGA) | 04 | 13-31 | 4,600 feet |
| | 31 | 04-22 | 5,500 feet |
| NEWARK, NJ | | | |
| NEWARK LIBERTY INTL (EWR) | 11 | 04R-22L | 5,700 feet |
| | 04L | 11-29 | 7,750 feet |
| | 04R | 11-29 | 8,100 feet |
| POUGHKEEPSIE, NY | | | |
| DUTCHESS COUNTY (POU) | 06 | 15-33 | 3,150 feet |
| SYRACUSE, NY | | | |
| SYRACUSE HANCOCK INTL (SYR) | 10 | 15-33 | 7,700 feet |
| | 15 | 10-28 | 6,000 feet |
| TETERBORO, NJ | | | |
| TETERBORO (TEB) | 01 | 06-24 | 4,550 feet |
| | 06 | 01-19 | 3,750 feet |
| WHITE PLAINS, NY | | | |
| WESTCHESTER COUNTY (HPN) | 11 | 16-34 | 2,500 feet |
| | 16 | 11-29 | 4,000 feet |

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 6999 |
| 062° | TDZE | 944 |
| | Apt Elev | 955 |

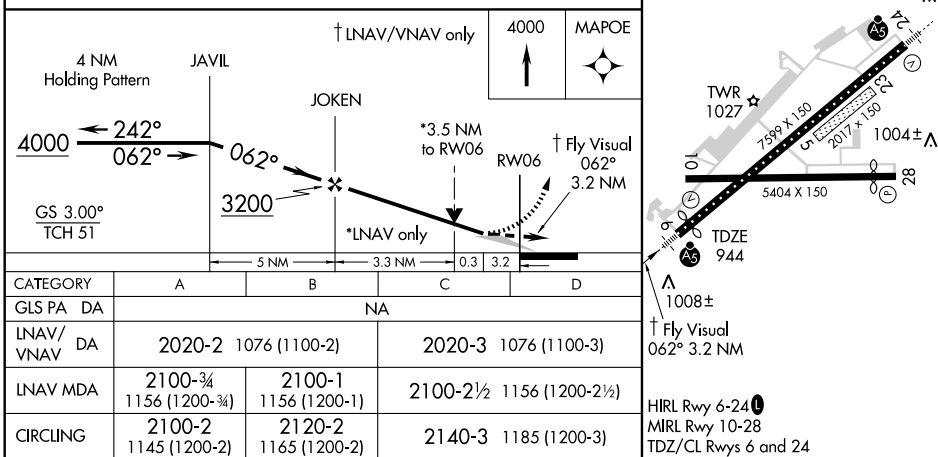
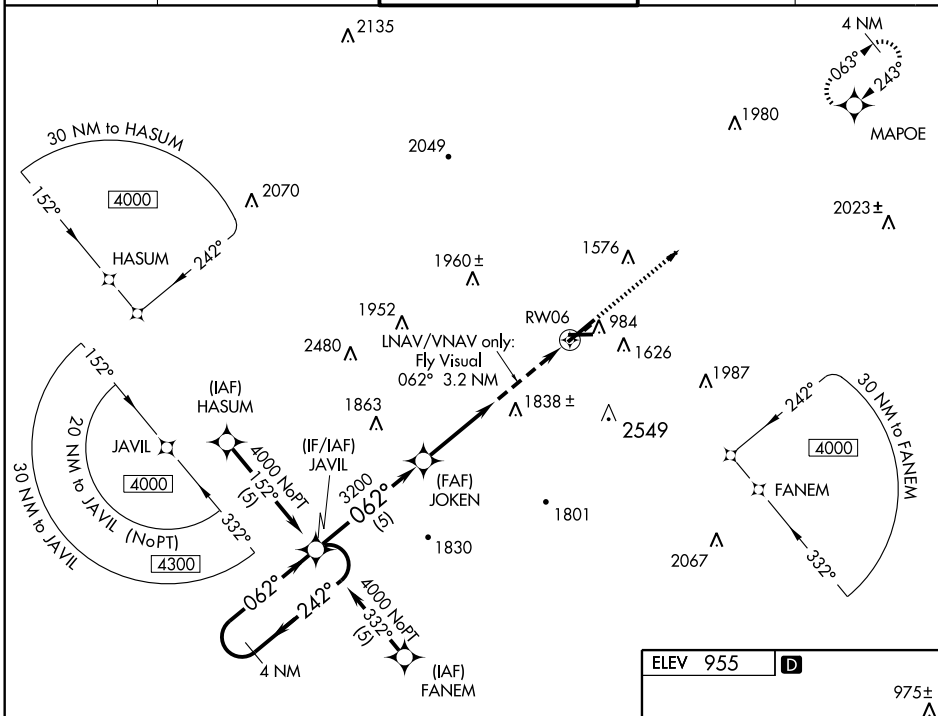
RNAV (GPS) RWY 6

ELMIRA/CORNING RGNL (ELM)



MISSED APPROACH: Climb to 4000 direct MAPOE WP and hold.

| | | | | |
|------------------------|---|---|-------------------------|-------------------------|
| ATIS 125.475 | ELMIRA APP CON ★ 119.45 257.8 | ELMIRA TOWER ★ 121.1 (CTAF) 0 257.8 | GND CON 121.9 | UNICOM 122.95 |
|------------------------|---|---|-------------------------|-------------------------|



ELMIRA, NEW YORK

Orig 10210

42°10'N - 76°53'W

ELMIRA/CORNING RGNL (ELM)

RNAV (GPS) RWY 6

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

APP CRS **101°**
 Rwy Idg **5004**
 TDZE **942**
 Apt Elev **955**

RNAV (GPS) RWY 10

ELMIRA/CORNING RGNL (ELM)

GPS or RNP-0.3 required.
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to
 4000 direct CEKAN WP and hold.

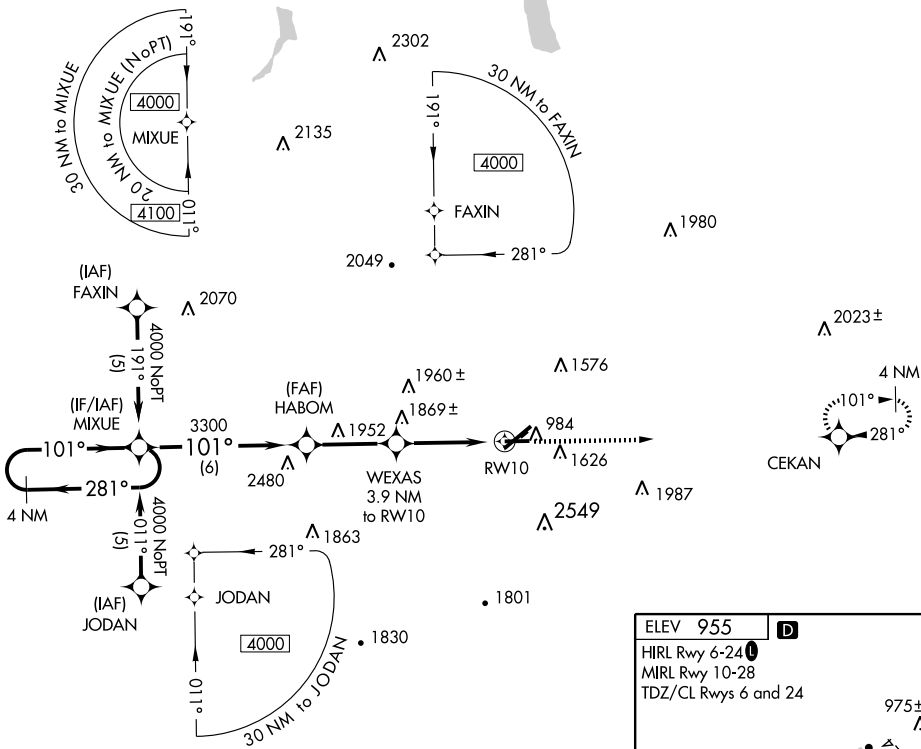
ATIS
125.475

ELMIRA APP CON ★
119.45 257.8

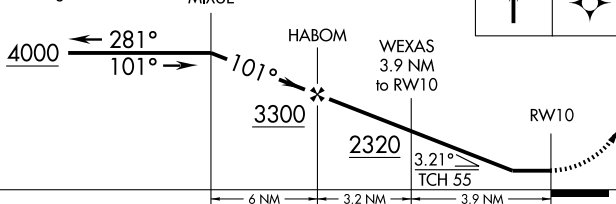
ELMIRA TOWER ★
121.1 (CTAF) 257.8

GND CON
121.9

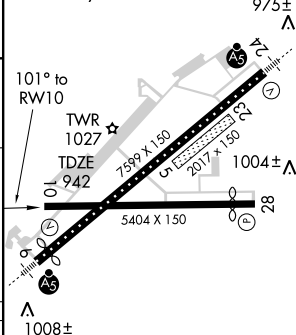
UNICOM
122.95



4 NM
 Holding Pattern



ELEV 955 **D**
 HIRL Rwy 6-24
 MIRL Rwy 10-28
 TDZ/CL Rwy 6 and 24



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|-------------------------|---|
| LNAV MDA | 2120-1½ 1178 (1200-1¼) | 2120-1½ 1178 (1200-1½) | 2120-3 1178 (1200-3) | |
| CIRCLING | 2120-1¼ 1165 (1200-1¼) | 2120-1½ 1165 (1200-1½) | 2120-3 1165 (1200-3) | |

APP CRS **242°**
Rwy Idg **7599**
TDZE **955**
Apt Elev **955**

RNAV (GPS) RWY 24

ELMIRA/CORNING RGNL (ELM)

▼ Inoperative table does not apply to LNAV/VNAV.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
BARO-VNAV NA below -16°C (4°F).



MISSED APPROACH: Climb to
4000 direct JAVIL WP and hold.

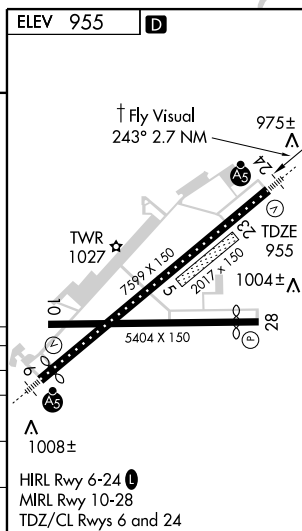
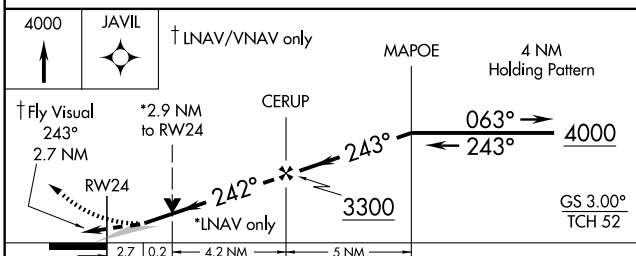
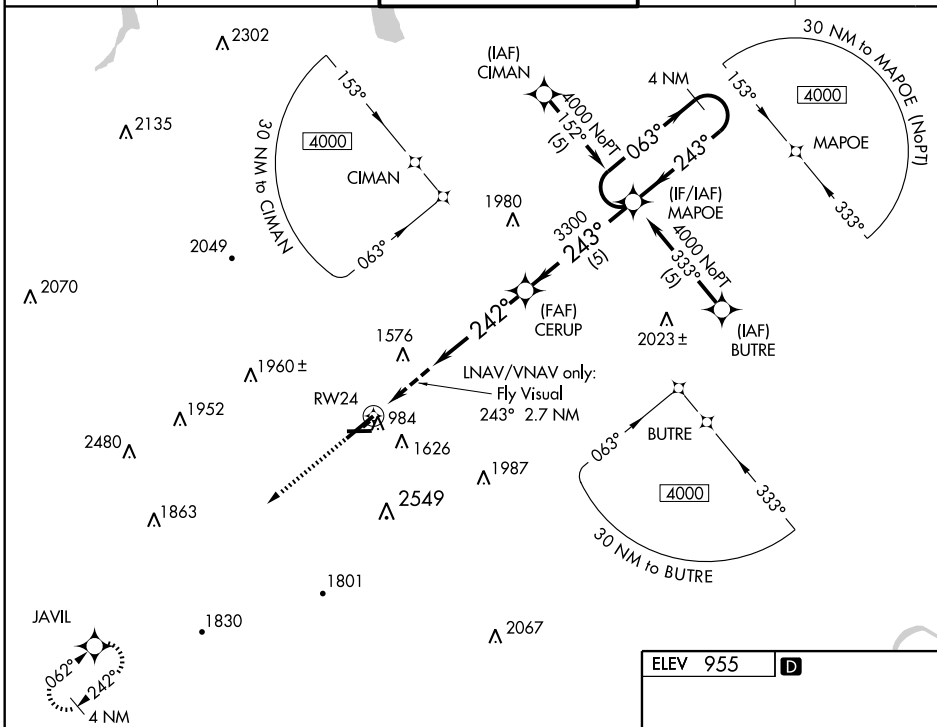
ATIS
125.475

ELMIRA APP CON ★
119.45 257.8

ELMIRA TOWER ★
121.1 (CTAF) 0 257.8

GND CON
121.9

UNICOM
122.95



| CATEGORY | A | B | C | D |
|--------------|------------------------|-----------------------------|------------------------------|----------------------|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 1860-2 905 (1000-2) | 1860-2 3/4 905 (1000-2 3/4) | 1860-3 905 (1000-3) | |
| LNAV MDA | 1920/40 965 (1000-3/4) | 1920/50 965 (1000-1) | 1920-2 1/2 965 (1000-2 1/2) | |
| CIRCLING | 2060-2 1105 (1200-2) | 2120-2 1165 (1200-2) | 2140-2 3/4 1185 (1200-2 3/4) | 2140-3 1185 (1200-3) |

ELMIRA, NEW YORK
Orig 10210

42°10'N - 76°53'W

ELMIRA/CORNING RGNL (ELM)
RNAV (GPS) RWY 24

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

APP CRS **281°**
 Rwy Idg **5004**
 TDZE **945**
 Apt Elev **955**

RNAV (GPS) RWY 28

ELMIRA/CORNING RGNL (ELM)

GPS or RNP-0.3 required.
 NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to
 4000 direct MIXUE WP and hold.

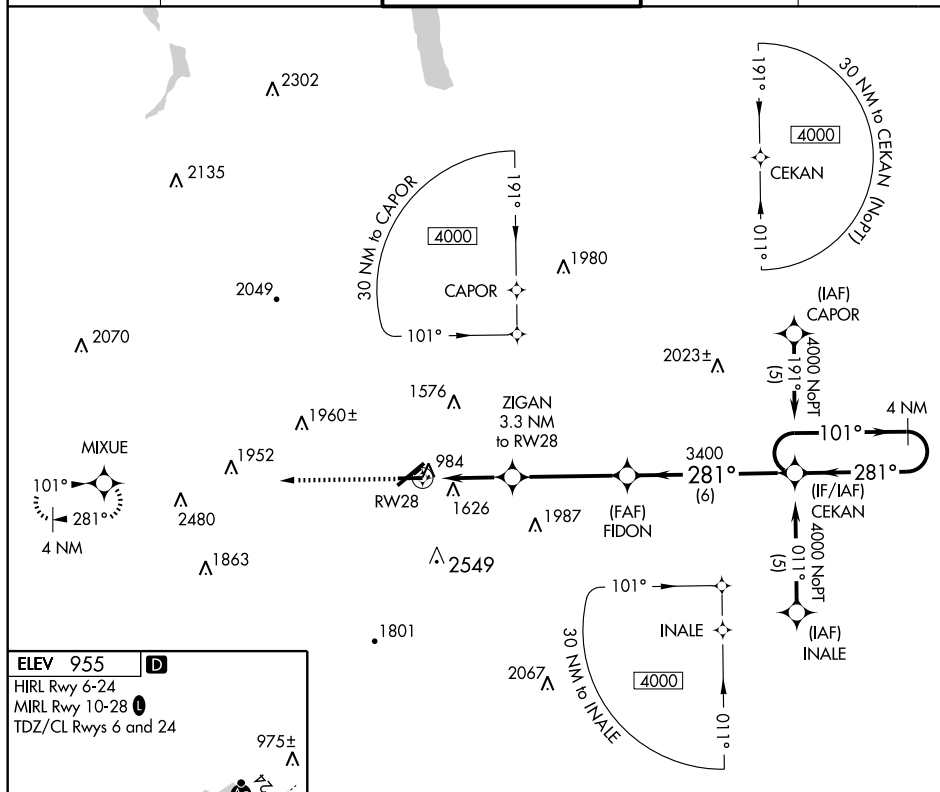
ATIS
125.475

ELMIRA APP CON ★
119.45 257.8

ELMIRA TOWER ★
121.1 (CTAF) 257.8

GND CON
121.9

UNICOM
122.95

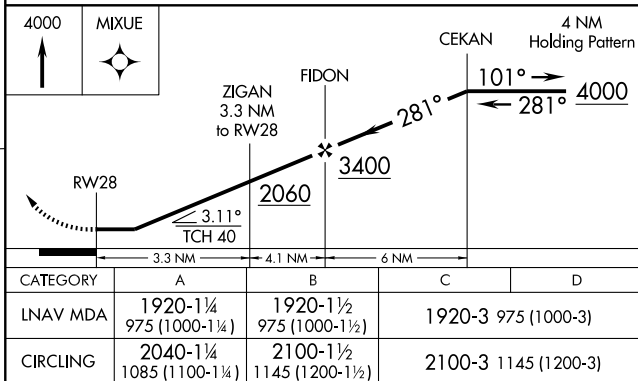
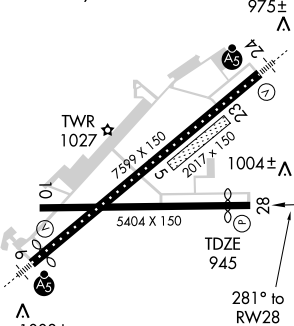


ELEV 955

HIRL Rwy 6-24

MIRL Rwy 10-28

TDZ/CL Rwy 6 and 24



ENDICOTT

TRI-CITIES (CZG) 3 SW UTC-5(-4DT) N42°04.71' W76°05.78'

833 B **FUEL** 100LL, JET A, A1+ NOTAM FILE CZG

RWY 03-21: H3900X75 (ASPH) S-30 MIRL

RWY 03: REIL. Road.

RWY 21: REIL. PAPI(P2R)—GA 4.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended 1500-2100Z†. High terrain all quadrants.

PAEW AER 21. Rwy 21 safety area has surface variations/depressions. Grvl access road for glider area crosses Rwy 03 apch. Rotating bcn obscured N and W of arpt due to high terrain. Extensive glider activity. REIL Rwy 03 OTS indef. REIL Rwy 21 OTS indef. ACTIVATE MIRL Rwy 03-21 and REIL Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.075 (607) 785-2926.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **BINGHAMTON APP/DEP CON** 118.6 (1100-0500Z†) **CLNC DEL** 121.7

Ⓡ **NEW YORK CENTER APP/DEP CON** 133.35 (0500-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

BINGHAMTON (L) VORTAC 112.2 CFB. Chan 59 N42°09.45'

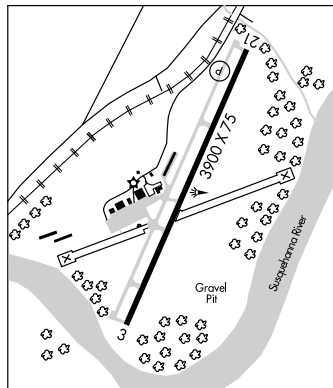
W76°08.19' 169° 5.1 NM to fld. 1583/10W.

COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services
1-888-766-8267.

NEW YORK

L-30

IAP



EVERS SPB (See NEW YORK)

FALLN N43°17.25' W76°18.28'

NDB (LOM) 220 FZ 329° 5.3 NM to Oswego Co.

APP CRS **036°**
 Rwy Idg **3900**
 TDZE **833**
 Apt Elev **833**

RNAV (GPS) RWY 3

ENDICOTT/ TRI-CITIES (CZG)

NA Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. MISSED APPROACH: Climbing left turn to 3400 direct HEPVO and hold.

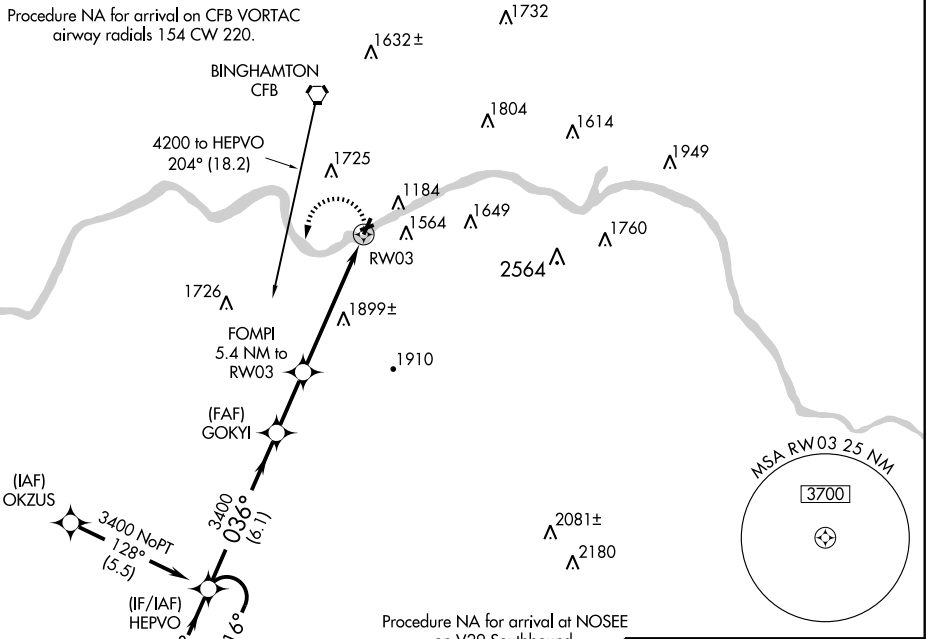
AWOS-3
119.075

BINGHAMTON APP CON ★
118.6 257.625

CLNC DEL
121.7

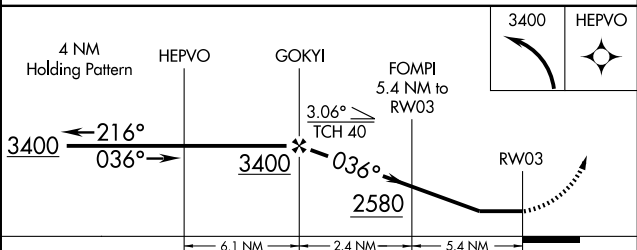
UNICOM
122.8 (CTAF) 0

Procedure NA for arrival on CFB VORTAC
 airway radials 154 CW 220.

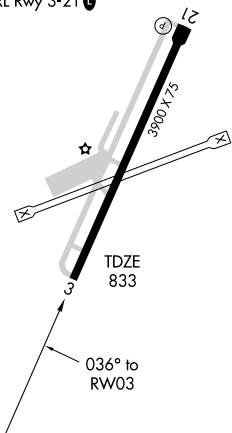


ELEV **833**

REIL Rwy 3
 REIL Rwy 21
 MRL Rwy 3-21



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|-------------------------|----|
| LNAV MDA | 2160-1¼ 1327 (1400-1¼) | 2160-1½ 1327 (1400-1½) | 2160-3 1327 (1400-3) | NA |
| CIRCLING | 2160-1¼ 1327 (1400-1¼) | 2160-1½ 1327 (1400-1½) | 2160-3 1327 (1400-3) | NA |



| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3900 |
| 216° | TDZE | 833 |
| | Apt Elev | 833 |

RNAV (GPS) RWY 21

ENDICOTT/ TRI-CITIES (CZG)

NA Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet and visibility LNAV Cat B and C 1/4 mile.

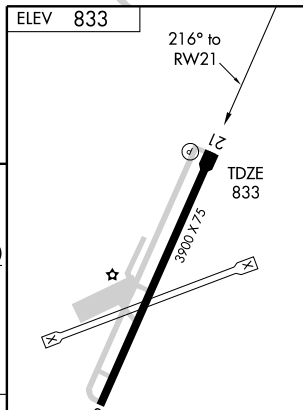
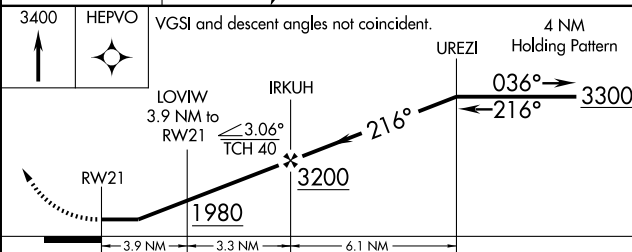
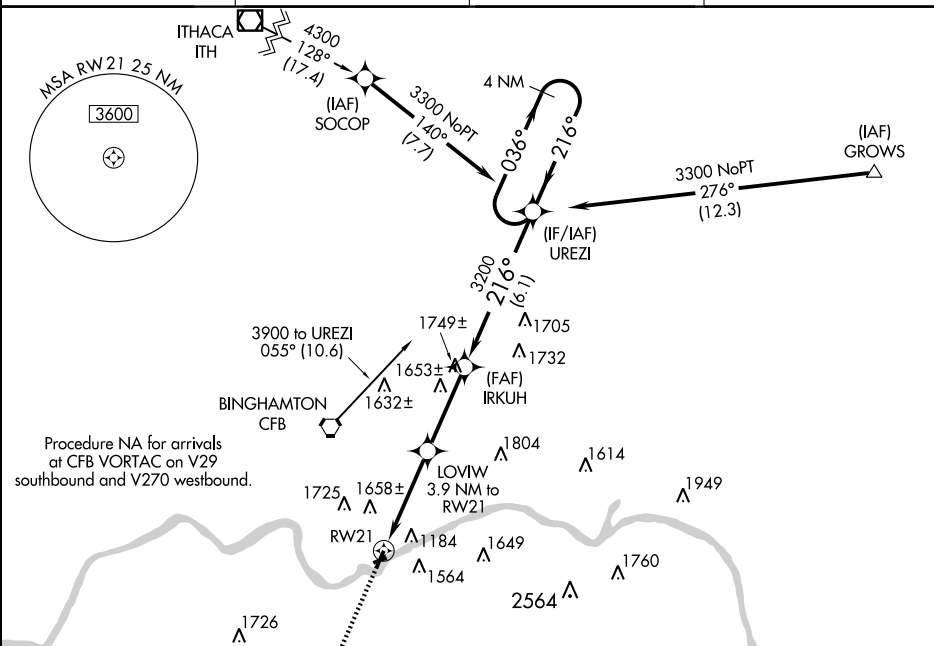
MISSED APPROACH: Climb to 3400 direct HEPVO and hold.

AWOS-3
119.075

BINGHAMTON APP CON ★
118.6 257.625

CLNC DEL
121.7

UNICOM
122.8 (CTAF)



| CATEGORY | A | B | C | D |
|----------|------------------------|------------------------|-----------------------|----|
| LNAV MDA | 1780-1¼ 947 (1000-1¼) | | 1780-2¾ 947 (1000-2¾) | NA |
| CIRCLING | 1940-1¼ 1107 (1200-1¼) | 1960-1½ 1127 (1200-1½) | 2020-3 1187 (1200-3) | NA |

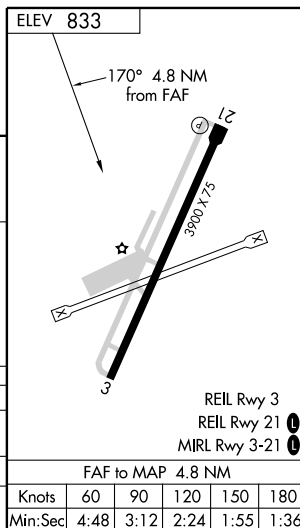
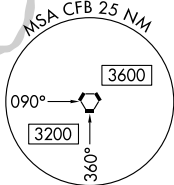
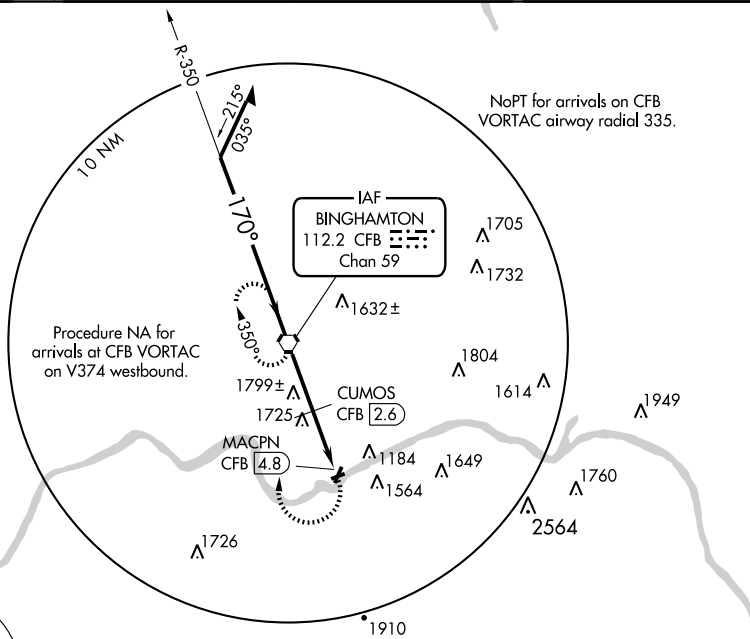
REIL Rwy 3

REIL Rwy 21

MIRL Rwy 3-21

VOR-A
ENDICOTT/ TRI-CITIES (CZG)

MISSED APPROACH: Climbing right turn to 3500 direct CFB VORTAC and hold.

UNICOM
122.8 (CTAF) **L**

The diagram shows a flight path starting at an altitude of 3500. It remains at this altitude for 10 NM. Then, it descends to 2700 at a heading of 170°. At this point, it turns to a heading of 350° and continues to descend to 2200. The distance from the 2700 altitude point to the 2200 altitude point is 2.6 NM. From 2200, it descends to 2000 at a heading of 350° for 2.2 NM. Finally, it turns to a heading of 090° and continues to descend to 1500. The distance from the 2000 altitude point to the 1500 altitude point is 4.8 NM. The total distance from the start to the 1500 altitude point is 10 NM + 2.6 NM + 2.2 NM + 4.8 NM = 19.6 NM. The diagram also includes a table with the following data:

| Altitude | Distance (NM) | Heading (°) |
|----------|---------------|---------------------|
| 3500 | 10 | Remain within 10 NM |
| 2700 | 2.6 | 170° |
| 2200 | 2.2 | 350° |
| 2000 | 4.8 | 350° |
| 1500 | - | 090° |

| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|-------------------------|----|
| CIRCLING | 2200-1¼ 1367 (1400-1¼) | 2200-1½ 1367 (1400-1½) | 2200-3 1367 (1400-3) | NA |

| CUMOS FIX MINIMUMS | | | | |
|--------------------|---------------------------|---------------------------|-------------------------|----|
| CIRCLING | 2000-1¼ 1167 (1200-1¼) | 2000-1½ 1167 (1200-1½) | 2020-3 1187 (1200-3) | NA |

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

10210

AIRPORT DIAGRAM

AL-704 (FAA)

FARMINGDALE / REPUBLIC (F.R.G.)
FARMINGDALE, NEW YORK

ATIS
126.65
REPUBLIC TOWER ★
118.8 279.65
GND CON
121.6 269.6
CLNC DEL
128.25

FIELD
ELEV
80

ELEV
78

61

G7

BCN

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° E



40°44.5'N

40°44.0'N

40°43.5'N

TWR
200MAIN
TERMINAL

FUEL FARM

LAHSO
COMPASS
CALIBRATION
PAD

ELEV
62

RWY 01-19
S-45, D-60
RWY 14-32
S-45, D-60

ELEV
61

73°25.0'

73°24.5'

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

FARMINGDALE, NEW YORK
FARMINGDALE / REPUBLIC (F.R.G.)

10210

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

FARMINGDALE

REPUBLIC

(FRG) 1 E UTC-5(-4DT) N40°43.73' W73°24.81'

78 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks

LRA Class IV, ARFF Index A. NOTAM FILE FRG

RWY 14-32: H6833X150 (ASPH-GRVD) S-45, D-60 HIRL

RWY 14: MALSR. PAPI(P4L)—GA 3.0° TCH 50'. Thld dsplcd 676'. Pole.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 53'. Road. Rgt tfc.

RWY 01-19: H5516X150 (ASPH-GRVD) S-45, D-60 MIRL 0.3% up N

RWY 01: REIL. PAPI(P4R)—GA, 3.0° TCH 35'. Pole. Rgt tfc.

RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 39'. Thld dsplcd 789'. Building.

LAND AND HOLD SHORT OPERATIONS

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---------|------------------|-----------|
| RWY 32 | 01-19 | 3650' |

AIRPORT REMARKS: Attended continuously. Birds in fixed arpt. Voluntary noise abatement procedures in effect for invof wing and helicopter.

Ctc arpt management 631-752-7707 ext 6108. Rwy 01-19 hold lines located 125' from the rwy centerline. Acft with wingspan 79'

or larger are advised to taxi or back-taxi on rwys. Twys may not provide adequate width, turning radius, and or separation from obstructions. Acft with wingspan of 79' or larger are advised that

clearance distances may not be adequate for tkf on Rwy 01-19 when acft are on Twy B or Twy G between Twys G4 and D and are restricted on Twy A between Twys A1 and A2.

Jet maintenance run ups permitted only in the Twy A6, Twy D, Twy F, and Twy G holding bays. TPA-1178(1100) conventional, 1678(1600) Turbo. When twr clsd ACTIVATE HIRL Rwy 14-32; MIRL Rwy 01-19; MALSR Rwy 14;

REILs Rwy 01, 19, and 32; PAPI Rwy 01, 19, 14, and 32; twy lgts—CTAF. Ldg fee for all acft except military and government.

WEATHER DATA SOURCES: ASOS (631) 752-8129. LAWRS.

COMMUNICATIONS: CTAF 118.8 ATIS 126.65 UNICOM 122.95

① NEW YORK APP CON 127.4 134.35 132.4 123.7 118.4

① NEW YORK DEP CON 125.7 134.35 123.7

TOWER 118.8 125.2 (1200-0400Z) GND CON 121.6 CLNC DEL 128.25

AIRSPACE: CLASS D svc 1200-0400Z other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

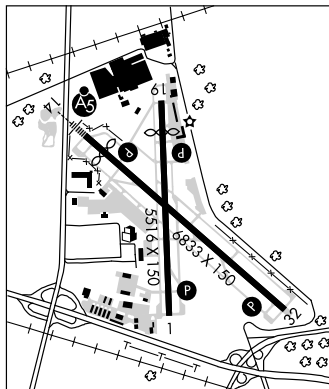
DEER PARK (L) VORW/DME 117.7 DPK Chan 124 N40°47.51' W73°18.22' 245° 6.3 NM to fld. 117/12W.

BABYLON NDB (HW) 275 BBN N40°40.35' W73°23.06' 353° 3.6 NM to fld. NDB unusable beyond 15 NM.

NOTAM FILE FRG.

FRIKK NDB (LOM) 407 FR N40°46.59' W73°28.95' 146° 4.3 NM to fld.

ILS 111.9 I-FRG Rwy 14. Class IE. LOM FRIKK NDB. GS unusable for coupled apch blo 310' MSL.



NEW YORK

COPTER

H-101, 12J, L-33B, 34H

IAP, AD

CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK

NEW YORK APP CON
127.4 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7 (SW) 115.4
REPUBLIC ATIS
126.65

DEER PARK
117.7 DPK
Chan 124

REPUBLIC

JOHN F. KENNEDY INTL

ROBBINSVILLE
113.8 RBV
Chan 85

COYLE
113.4 CYN
Chan 81

ATLANTIC CITY
108.6 ACY
Chan 23

SEA ISLE
114.8 SIE
Chan 95
N39°05.73'
W74°48.02'
L-34, H-10-12

Note: STAR applicable to Turbojet aircraft only.

NOTE: Chart not to scale.

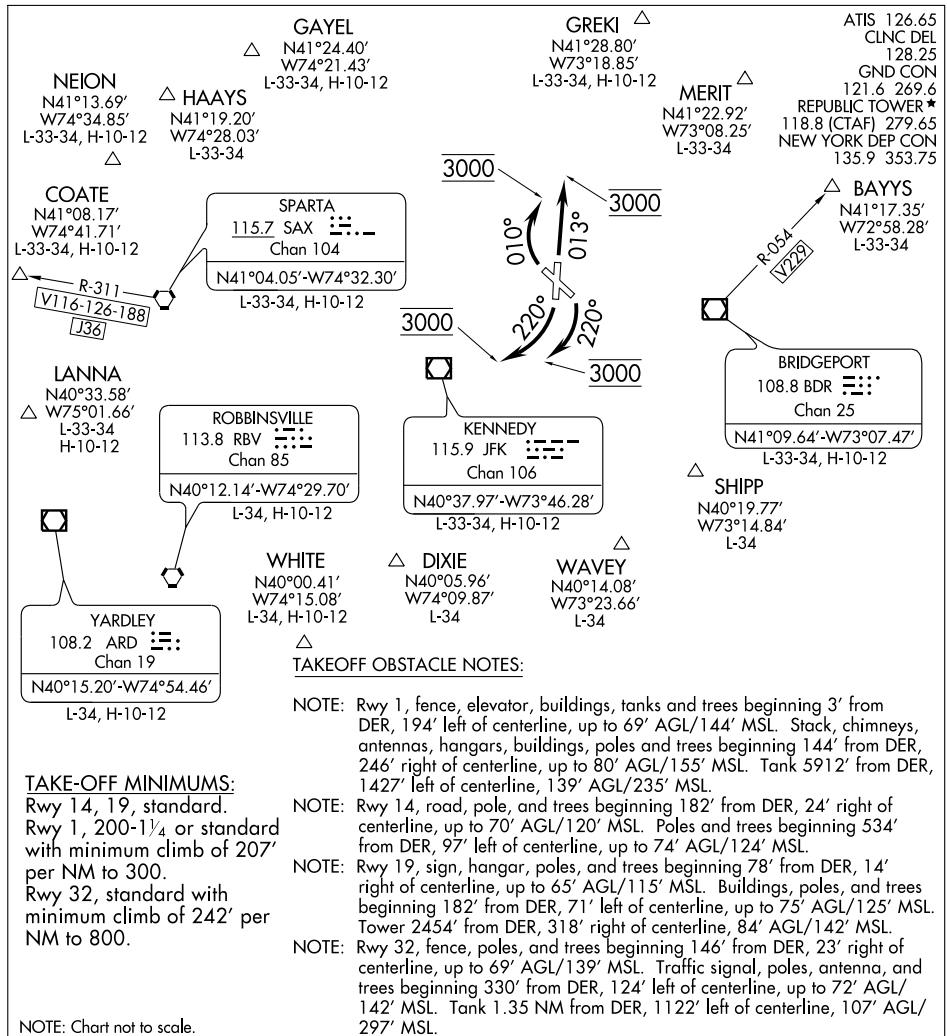
From over SIE VORTAC via SIE R-049 and DPK R-221 to CAMRN INT. Expect radar vectors to final approach fix in use.

CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK

(FRG4.FRG) 10154 FARMINGDALE FOUR DEPARTURE

FARMINGDALE/REPUBLIC (F'RG)
FARMINGDALE, NEW YORK



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb heading 013°, maintain 3000 feet, thence . . .

TAKE-OFF RUNWAY 14 and 19: Climbing right turn via heading 220°, maintain 3000 feet, thence. . .

TAKE-OFF RUNWAY 32: Climbing right turn via heading 010°, maintain 3000 feet, thence . . .

. . . via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

BAYYS DEPARTURES: Expect vectors to BDR VOR/DME R-054 to BAYYS INT.
COATE DEPARTURES: Expect vectors to SAX VORTAC/SAX R-311 to COATE INT.

| | | | |
|---------------------------|------------------------|-----------------------------|---------------------------------------|
| LOC I-FRG 111.9 | APP CRS 146° | Rwy Idg TDZE Apt Elev | 6157 77 80 |
|---------------------------|------------------------|-----------------------------|---------------------------------------|

ILS or LOC RWY 14

FARMINGDALE/REPUBLIC (FRG)

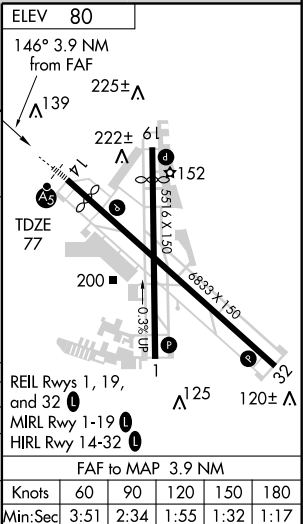
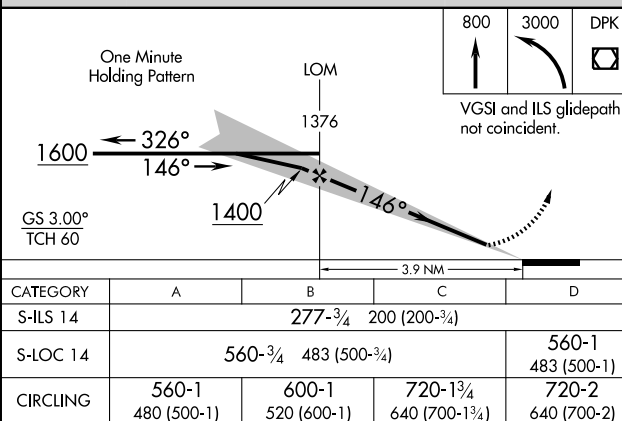
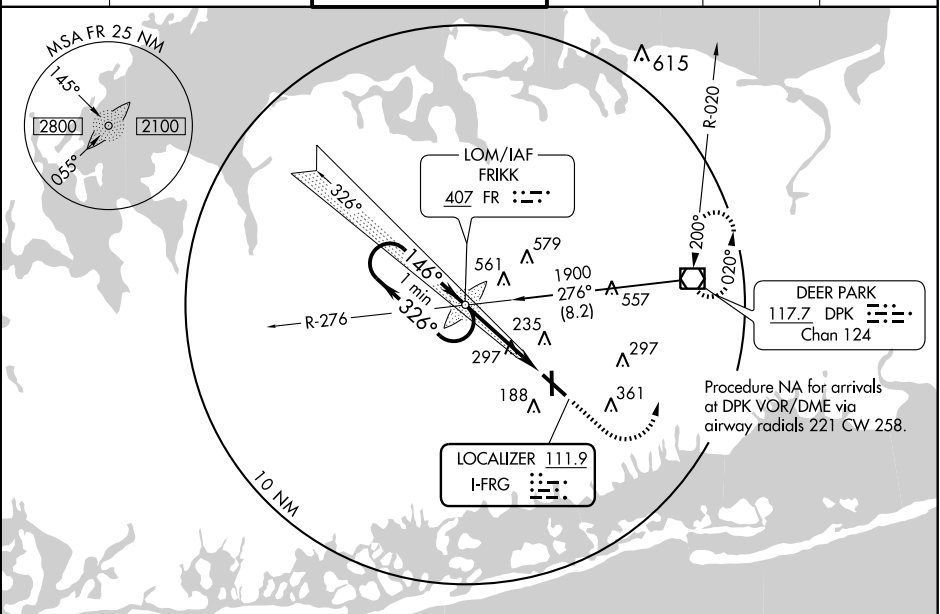
T Inoperative table does not apply to S-ILS 14. Autopilot coupled approach NA below 310. Visibility reduction by helicopters NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase S-LOC 14 and Circling Cats C and D visibility $\frac{1}{4}$ mile. For inoperative MALSR, increase S-LOC 14 Cat A and B visibility $\frac{1}{4}$ mile.

MALSR



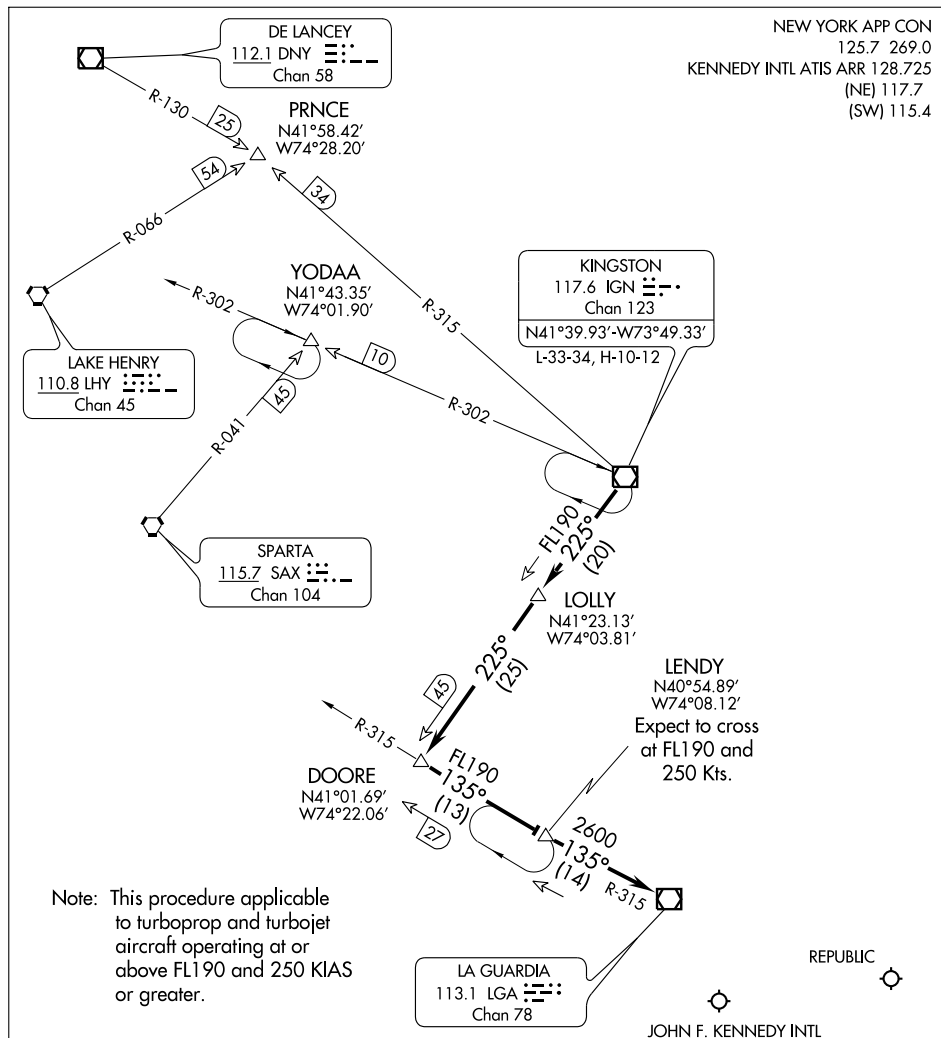
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct DPK VOR/DME and hold, continue climb-in-hold to 3000.

| | | | | | |
|-----------------------|--|--|-------------------------------|---------------------------|-------------------------|
| ATIS 126.65 | NEW YORK APP CON 127.4 269.0 | REPUBLIC TOWER ★ 118.8 (CTAF) 0 279.65 | GND CON 121.6 269.6 | CLNC DEL 128.25 | UNICOM 122.95 |
|-----------------------|--|--|-------------------------------|---------------------------|-------------------------|



KINGSTON EIGHT ARRIVAL

NEW YORK, NEW YORK



DME REQUIRED

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From over IGN VOR/DME via IGN R-225 to DOORE INT (MEA FL190), then via LGA R-315 to LENDY/14 DME (MEA FL190), then via LGA R-315 to LGA VOR/DME (MEA 2600). Expect radar vectors to final approach course after LGA VOR/DME.

KINGSTON EIGHT ARRIVAL

NEW YORK, NEW YORK

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

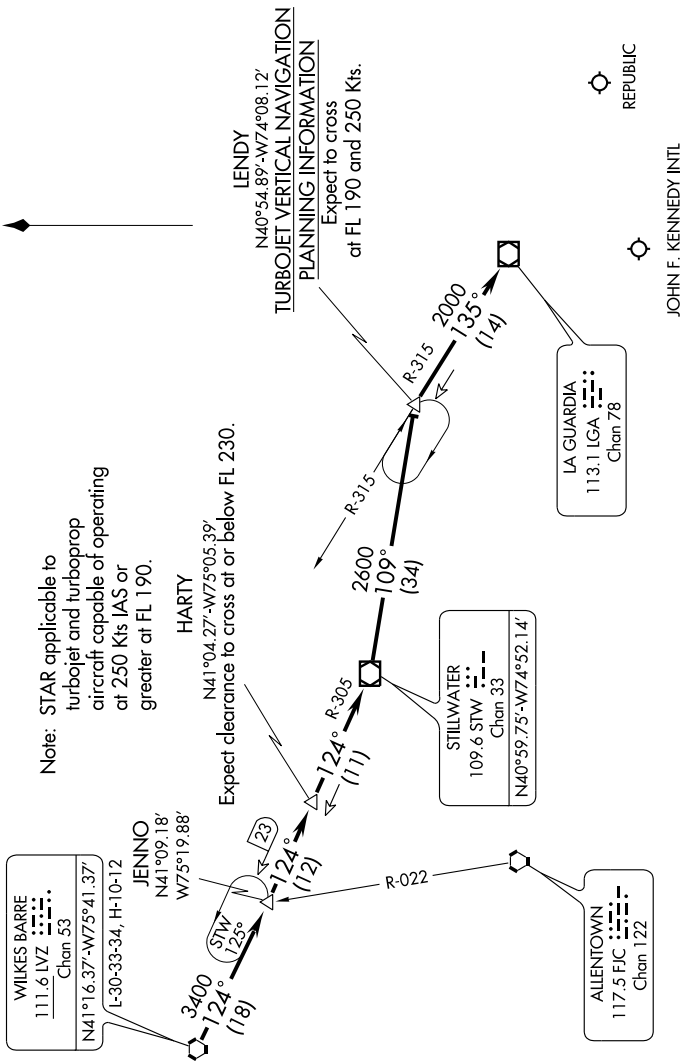
| CITY/AIRPORT | LDG RWY | HOLD-SHORT POINT | MEASURED DISTANCE |
|------------------------------|---------|------------------|-------------------|
| ALBANY, NY | | | |
| ALBANY INTL (ALB) | 01 | 10-28 | 4,150 feet |
| | 28 | 01-19 | 3,750 feet |
| ATLANTIC CITY, NJ | | | |
| ATLANTIC CITY INTL (ACY) | 04 | 13-31 | 3,550 feet |
| | 13 | 04-22 | 3,600 feet |
| | 31 | 04-22 | 5,750 feet |
| ELMIRA, NY | | | |
| ELMIRA/CORNING RGNL (ELM) | 24 | 10-28 | 4,750 feet |
| | 28 | 06-24 | 3,050 feet |
| FARMINGDALE, NY | | | |
| REPUBLIC (FRG) | 32 | 01-19 | 3,650 feet |
| ISLIP, NY | | | |
| LONG ISLAND MAC ARTHUR (ISP) | 06 | 15R-33L | 4,200 feet |
| | 10 | 15R-33L | 3,000 feet |
| | 15R | 10-28 | 4,600 feet |
| | 24 | 10-28 | 4,600 feet |
| | 28 | 06-24 | 4,500 feet |
| NEW YORK, NY | | | |
| LA GUARDIA (LGA) | 04 | 13-31 | 4,600 feet |
| | 31 | 04-22 | 5,500 feet |
| NEWARK, NJ | | | |
| NEWARK LIBERTY INTL (EWR) | 11 | 04R-22L | 5,700 feet |
| | 04L | 11-29 | 7,750 feet |
| | 04R | 11-29 | 8,100 feet |
| POUGHKEEPSIE, NY | | | |
| DUTCHESS COUNTY (POU) | 06 | 15-33 | 3,150 feet |
| SYRACUSE, NY | | | |
| SYRACUSE HANCOCK INTL (SYR) | 10 | 15-33 | 7,700 feet |
| | 15 | 10-28 | 6,000 feet |
| TETERBORO, NJ | | | |
| TETERBORO (TEB) | 01 | 06-24 | 4,550 feet |
| | 06 | 01-19 | 3,750 feet |
| WHITE PLAINS, NY | | | |
| WESTCHESTER COUNTY (HPN) | 11 | 16-34 | 2,500 feet |
| | 16 | 11-29 | 4,000 feet |

LENDY FIVE ARRIVAL

NEW YORK, NEW YORK

NE-2, 23 SEP 2010 to 21 OCT 2010

NEW YORK APP CON
127.4 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7 (SW) 115.4
REPUBLIC ATIS
126.65



NOTE: Chart not to scale.

LENDY FIVE ARRIVAL

NEW YORK, NEW YORK

NE-2, 23 SEP 2010 to 21 OCT 2010

| | | | |
|------------|-------------|----------|-----------|
| NDB BBN | APP CRS | Rwy Idg | 5516 |
| <u>275</u> | 349° | TDZE | 72 |
| | | Apt Elev | 82 |

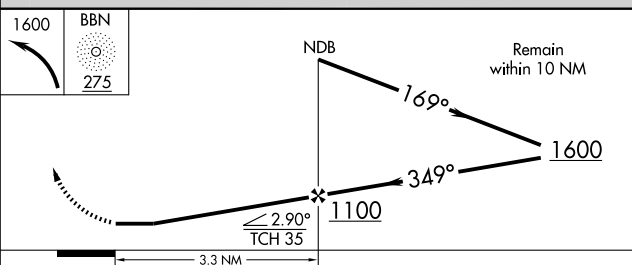
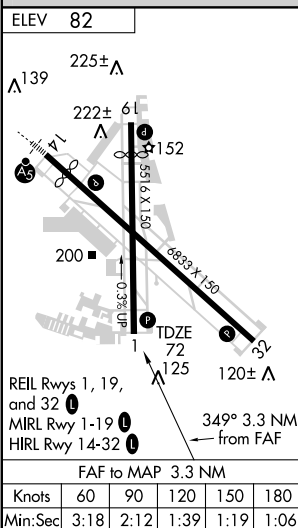
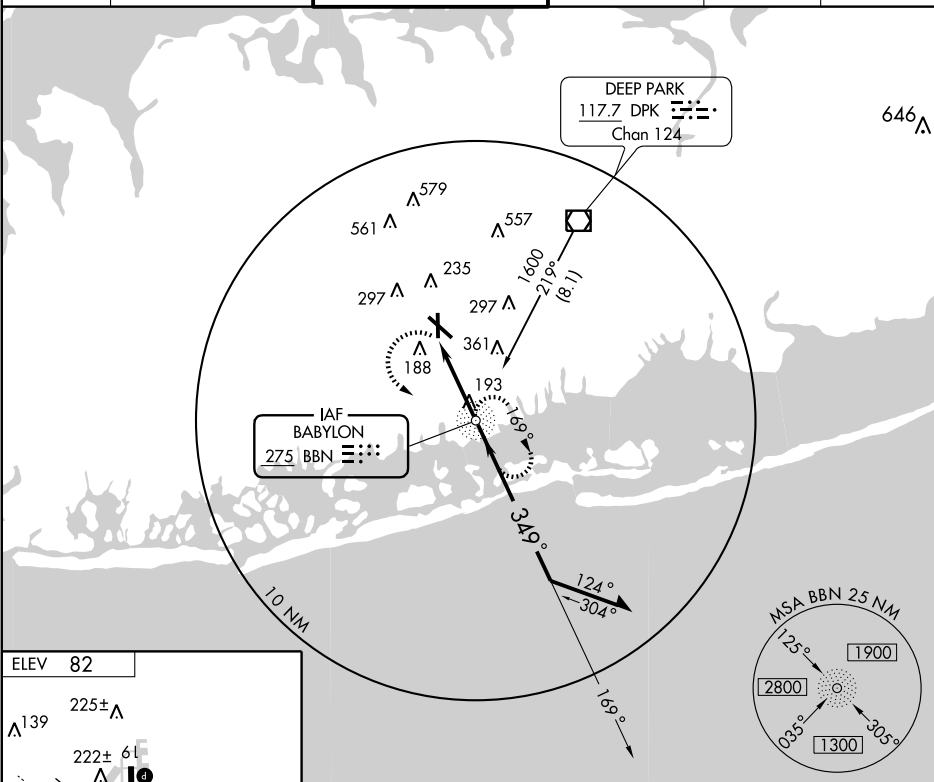
NDB RWY 1

FARMINGDALE/REPUBLIC (FRG)



MISSED APPROACH: Climbing left turn
to 1600 direct BBN NDB and hold.

| | | | | | |
|-----------------------|--|--|-------------------------------|---------------------------|-------------------------|
| ATIS 126.65 | NEW YORK APP CON 127.4 269.0 | REPUBLIC TOWER ★ 118.8 (CTAF) 0 279.65 | GND CON 121.6 269.6 | CLNC DEL 128.25 | UNICOM 122.95 |
|-----------------------|--|--|-------------------------------|---------------------------|-------------------------|



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|------------------------|
| S-1 | 540-1 | 468 (500-1) | 540-1¼ 468 (500-1¼) | 540-1½ 468 (500-1½) |
| CIRCLING | 560-1 478 (500-1) | 600-1 518 (600-1) | 720-1¾ 638 (700-1¾) | 720-2 638 (700-2) |

FARMINGDALE, NEW YORK

Amdt 14A 10154

FARMINGDALE/REPUBLIC (FRG)

40°44'N-73°25'W

NDB RWY 1

PARCH ONE ARRIVAL (RNAV)

ST-610 (FAA)

NEW YORK, NEW YORK

NE-2, 23 SEP 2010 to 21 OCT 2010

NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4

ARRIVAL ROUTE DESCRIPTION

KENNEBUNK TRANSITION (ENE.PARCH1)
PLYMM TRANSITION (PLYMM.PARCH1)
SANDY POINT TRANSITION (SEY.PARCH1)

From PARCH via 266° track to CCC VOR/DME. Then via 230° track to ROBER. Thence . . .

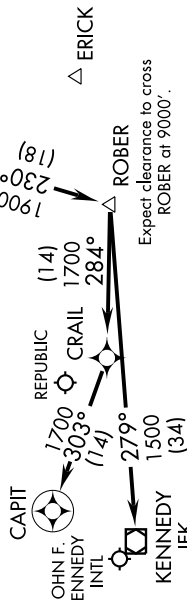
. . . LDG Rwy 4R/L, Rwy 13R/L, Rwy 31R/L: From ROBER via 279° track to JFK VOR/DME, expect radar vectors to final approach course.

. . . LDG Rwy 22R/L: From ROBER via 284° track to CRAIL. Then via 303° track to CAPT, expect radar vectors to final approach course.

. . . LDG Republic (KFRG) Airport: Approaching ROBER expect radar vectors to final approach course.

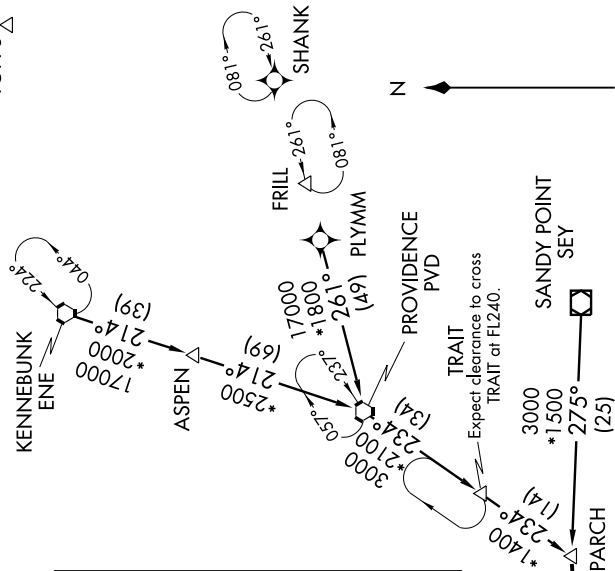
CALVERTON
CCC

Expect clearance to cross
CCC VOR/DME at 1200'
and 250 KIAS.



Expect clearance to cross
ROBER at 900'.

NOTE: Chart not to scale.



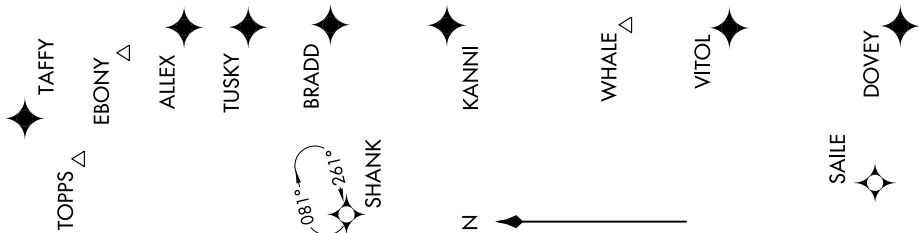
NOTE: Procedure applicable to Turbojet aircraft only.

NOTE: Use caution - Parachute jump activity Southeast of CCC VOR/DME at and below 13,500 feet (SR-SS).

NOTE: RADAR Required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS Required.



PARCH ONE ARRIVAL (RNAV)

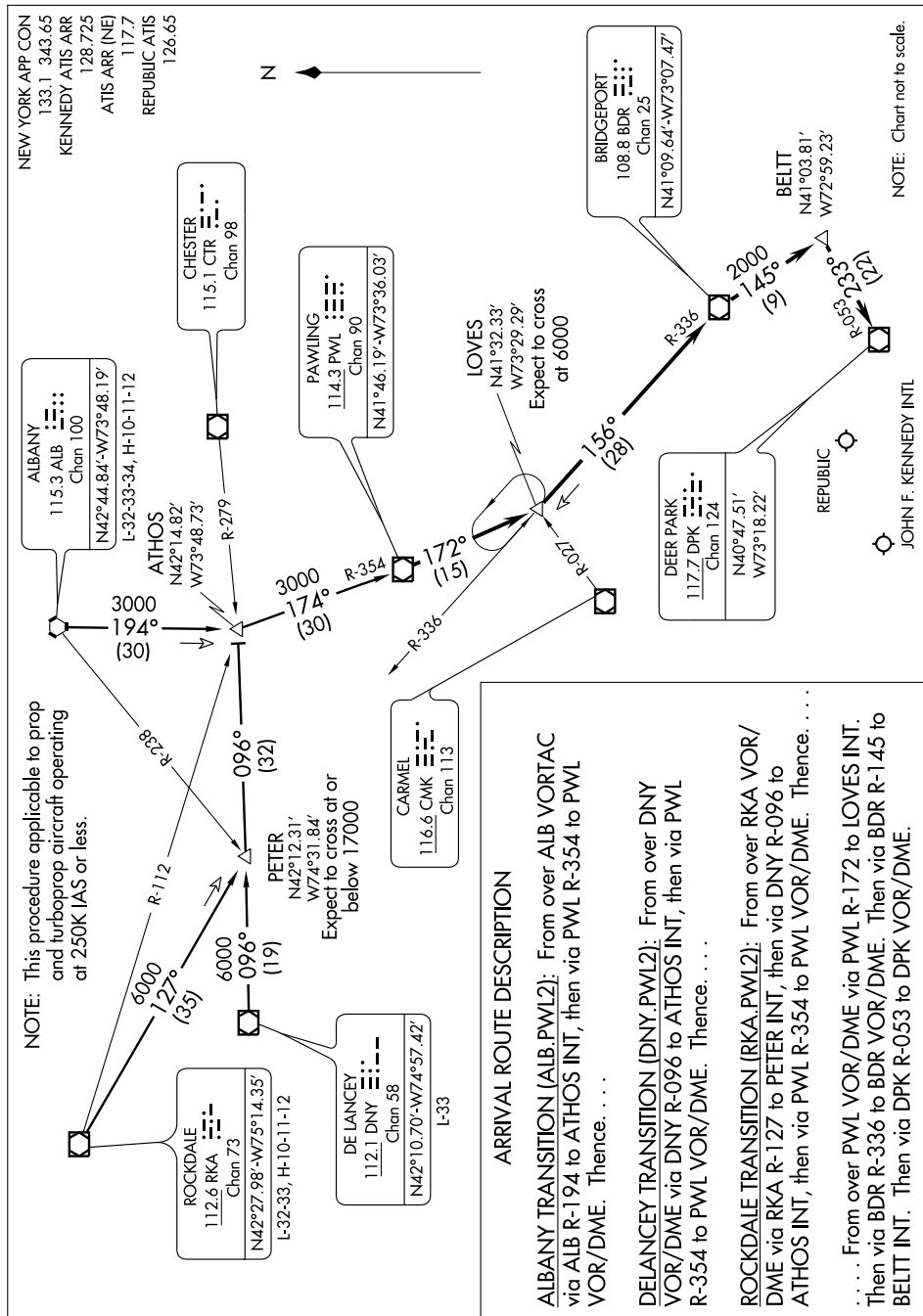
NEW YORK, NEW YORK

NE-2, 23 SEP 2010 to 21 OCT 2010

PAWLING TWO ARRIVAL

NEW YORK, NEW YORK

NE-2, 23 SEP 2010 to 21 OCT 2010



PAWLING TWO ARRIVAL

NEW YORK, NEW YORK

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 5516 |
| 013° | TDZE | 72 |
| | Apt Elev | 80 |

RNAV (GPS) RWY 1

FARMINGDALE/REPUBLIC (FRG)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Islip altimeter setting and increase all MDA 40 feet and increase LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ARINY and right turn via track 113° to DPK VOR/DME and hold, continue climb-in-hold to 3000.

ATIS
126.65

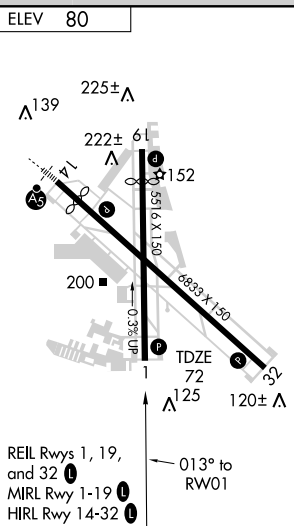
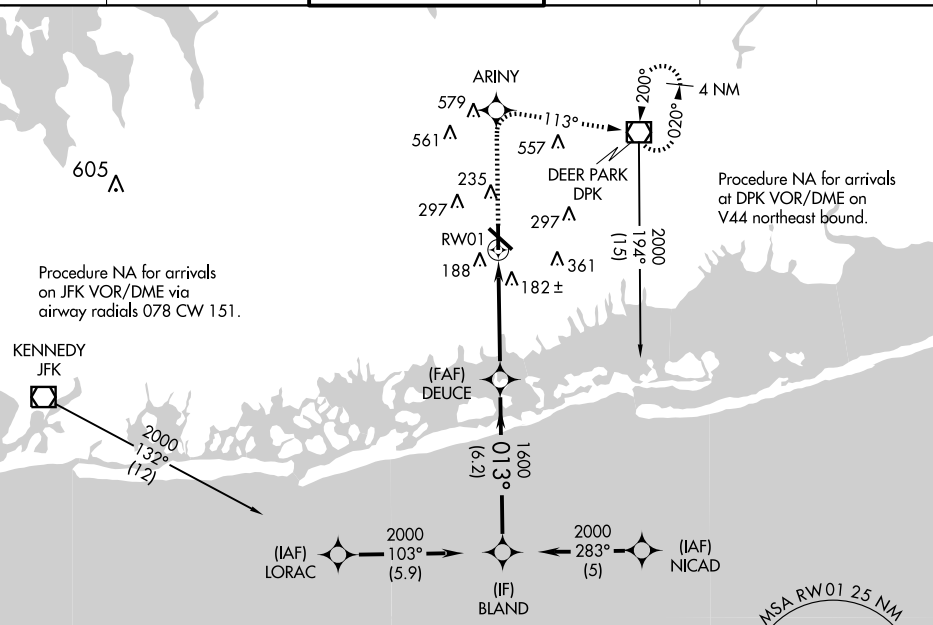
NEW YORK APP CON
127.4 269.0








REPUBLIC TOWER ★
118.8 (CTAF) 0 279.65

GND CON
121.6 269.6

CLNC DEL
128.25

UNICOM
122.95



| | | | | | | |
|---|---|---|---|----------------------|------------------------|--|
| 3000 | ARINY | DPK | | | | |
|  |  |  |  | | | |
| RW01 | | DEUCE | 1600 | BLAND | | |
|  | |  | 013° | 2000 | | |
| | |  | | Procedure Turn NA | | |
| 4.7 NM | | 6.2 NM | | | | |
| CATEGORY | A | | B | C | D | |
| LNAV MDA | 460-1 388 (400-1) | | | | 460-1¼ 388 (400-1¼) | |
| CIRCLING | 560-1 480 (500-1) | 600-1 520 (600-1) | 720-1¾ 640 (700-1¾) | 720-2 640 (700-2) | | |

| | | |
|--|------------------------|---|
| WAAS CH 69612 W14A | APP CRS 146° | Rwy Idg 6157 TDZE 77 Apt Elev 80 |
|--|------------------------|---|

RNAV (GPS) RWY 14

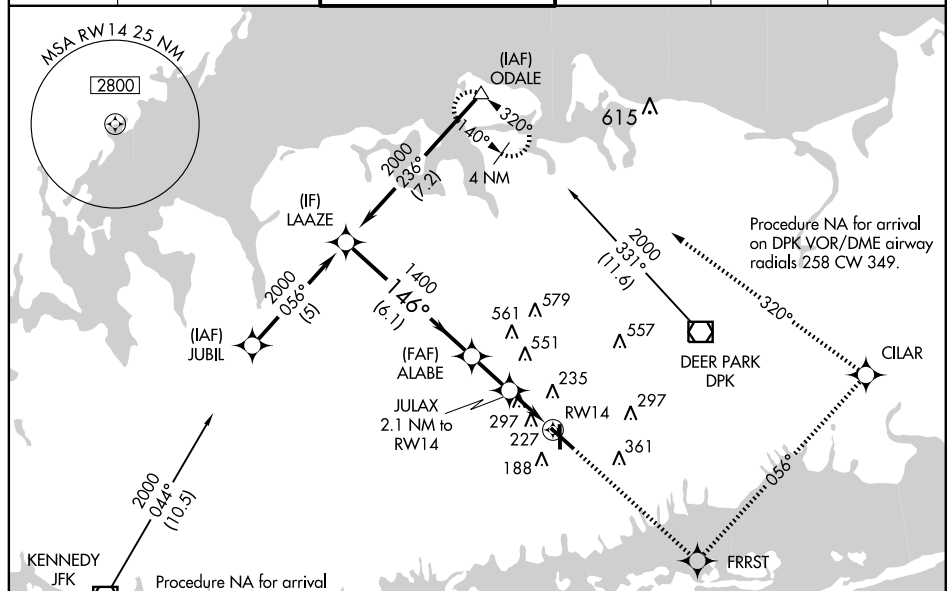
FARMINGDALE/REPUBLIC (FRG)

⚠ Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Islip altimeter setting and increase DA 37 feet, all MDA 40 feet, increase LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibilities ¼ mile. Baro-VNAV and VDP NA when using Islip altimeter setting.

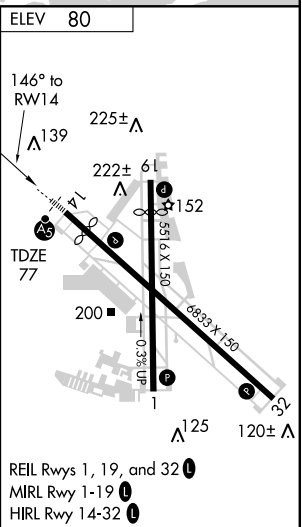


MISSED APPROACH:
Climb to 3000 direct FRRST
and via 056° track to CILAR
and left turn via track 320°
to ODALE and hold.

| | | | | | |
|----------------|---------------------------------|---|------------------------|--------------------|------------------|
| ATIS 126.65 | NEW YORK APP CON 127.4 269.0 | REPUBLIC TOWER ★ 118.8 (CTAF) 0 279.65 | GND CON 121.6 269.6 | CLNC DEL 128.25 | UNICOM 122.95 |
|----------------|---------------------------------|---|------------------------|--------------------|------------------|



| | | | | | | | | |
|-------------------------|---|--|-----------------------------------|--|---|--|---|--|
| Procedure Turn NA | <div style="display: flex; justify-content: space-around; align-items: center;"><div style="text-align: center;"> 3000</div><div style="text-align: center;"> FRST</div><div style="text-align: center;"> 056° trk</div><div style="text-align: center;"> CILAR</div><div style="text-align: center;"> trk 320°</div><div style="text-align: center;"> ODALE</div></div> | | | | | | | |
| LAAZE | <div style="display: flex; justify-content: space-between; align-items: flex-start;"><div style="text-align: center;"><p>2000</p><p><u>GS 3.00°</u> TCH 60</p><p>VGSI and RNAV glidepath not coincident.</p></div><div style="text-align: center;"><p>ALABE</p><p><u>1400</u></p><p><u>*800</u></p></div><div style="text-align: center;"><p>JULAX</p><p>2.1 NM to RW14</p><p>*1.4 NM to RW14</p></div><div style="text-align: center;"><p>*LNAV only.</p><p>RW14</p></div></div> | | | | | | | |
| | <div style="display: flex; justify-content: space-around; align-items: center;"><div style="text-align: center;">6.1 NM</div><div style="text-align: center;">1.8 NM</div><div style="text-align: center;">0.7 NM</div><div style="text-align: center;">1.4 NM</div></div> | | | | | | | |
| CATEGORY | A | | B | | C | | D | |
| LPV DA | | | 277- ³ / ₄ | | 200 (200- ³ / ₄) | | | |
| LNAV/ VNAV DA | | | 596-1 ³ / ₄ | | 519 (600-1 ³ / ₄) | | | |
| LNAV MDA | 560-1 | | 483 (500-1) | | 560-1 ¹ / ₄ 483 (500-1 ¹ / ₄) | | 560-1 ¹ / ₂ 483 (500-1 ¹ / ₂) | |
| CIRCLING | 560-1 480 (500-1) | | 600-1 520 (600-1) | | 720-1 ³ / ₄ 640 (700-1 ³ / ₄) | | 720-2 640 (700-2) | |



APP CRS
193°

Rwy Idg **4727**
TDZE **78**
Apt Elev **80**

RNAV (GPS) RWY 19

FARMINGDALE/REPUBLIC (FRG)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use IISIP altimeter setting and increase all MDA 40 feet and LNAV Cat C and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct DPK VOR/DME and hold, continue climb-in-hold to 3000.

ATIS
126.65

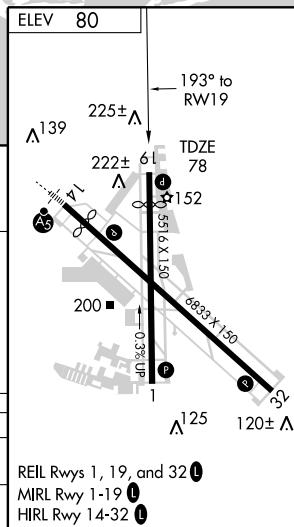
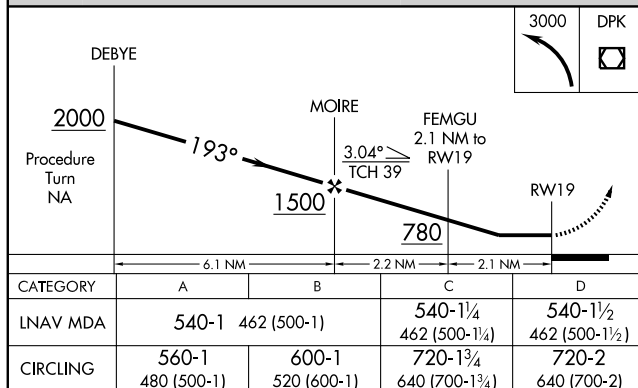
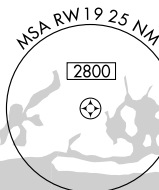
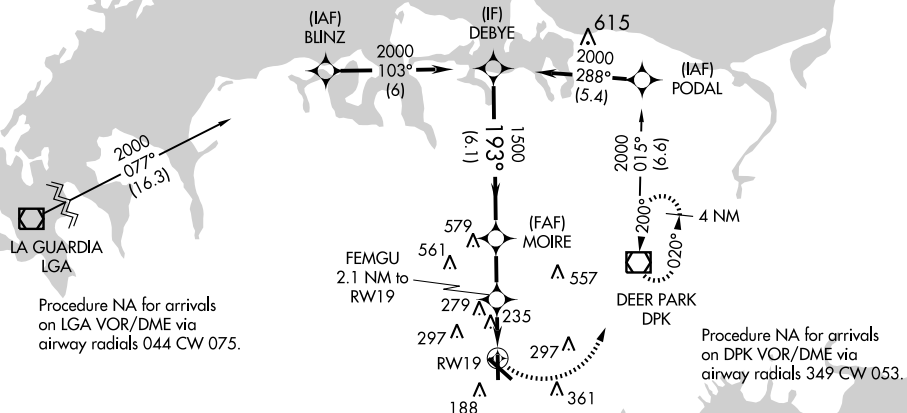
NEW YORK APP CON
127.4 269.0

REPUBLIC TOWER ★
118.8 (CTAF) 0 279.65

GND CON
121.6 269.6

CLNC DEL
128.25

UNICOM
122.95



| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 70715 W32A | APP CRS 326° | Rwy Idg TDZE Apt Elev | 6833 68 80 |
|--|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) RWY 32

FARMINGDALE/REPUBLIC (FRG)

▼ Baro-VNAV NA when using Islip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and Circling Cat C and D visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct FAAYE and via track 008° to ODALE and hold.

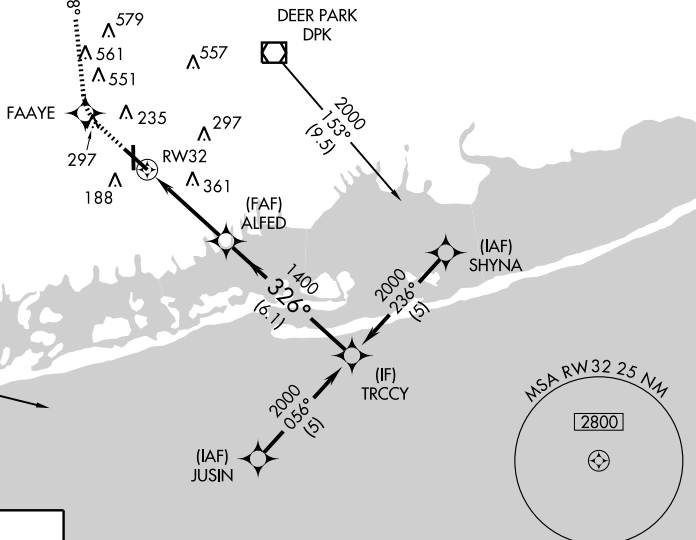
| | | | | | |
|-----------------------|--|--|-------------------------------|---------------------------|-------------------------|
| ATIS 126.65 | NEW YORK APP CON 127.4 269.0 | REPUBLIC TOWER ★ 118.8 (CTAF) 0 279.65 | GND CON 121.6 269.6 | CLNC DEL 128.25 | UNICOM 122.95 |
|-----------------------|--|--|-------------------------------|---------------------------|-------------------------|

MISSED APCH FIX
ODALE

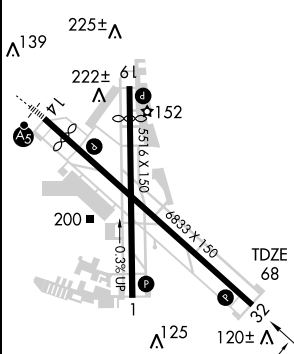


Procedure NA for arrivals at
JFK VOR/DME via airway
radials 065 CW 150.

KENNEDY
JFK



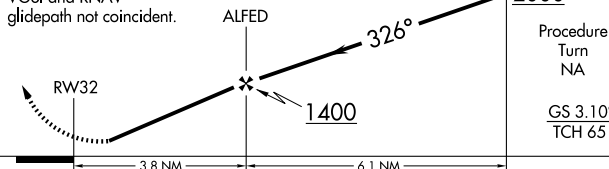
ELEV 80



REIL Rwy 1, 19, and 32
MIRL Rwy 1-19
HIRL Rwy 14-32

| | | | |
|------|-------|----------|-------|
| 3000 | FAAYE | trk 008° | ODALE |
|------|-------|----------|-------|

VGSI and RNAV
glidepath not coincident.



| CATEGORY | A | B | C | D |
|--------------|-------|-------------|------------------------|----------------------|
| LPV DA | | 369-1 | 301 (300-1) | |
| LNAV/VNAV DA | | 761-2¼ | 693 (700-2¼) | |
| LNAV MDA | 680-1 | 612 (600-1) | 680-1¾ 612 (600-1¾) | 680-2 612 (600-2) |
| CIRCLING | 680-1 | 600 (600-1) | 720-1¾ 640 (700-1¾) | 720-2 640 (700-2) |

FISHERS ISLAND**ELIZABETH FLD** (ØB8) 8 SE UTC-5(-4DT) N41°15.08' W72°01.90'

9 NOTAM FILE BDR

RWY 12-30: H2328X100 (ASPH) MIRL**RWY 12:** REIL. PAPI(P2L)—GA 3.0° TCH 21'.**RWY 30:** REIL. PAPI(P2R)—GA 3.0° TCH 20'. Rock seawall.**RWY 07-25:** H1792X75 (ASPH) MIRL**RWY 07:** REIL. PAPI(P2L)—GA 3.75° TCH 24'. Bunker.**RWY 25:** REIL. PAPI(P2L)—GA 3.0° TCH 20'. Hill.

AIRPORT REMARKS: Attended May-Oct Sun 1500-0100Z±, Mon, Tues, Wed, Thu and Sat 1300-2130Z±, Fri 1300-0100Z±. Unattended Nov-Apr. Airport located 7.0 NM SE of New London CT. MIRL Rwy 07-25 OTS indef. Rwy 07 REIL OTS indef. Rwy 25 REIL OTS indef. Rwy 12 PAPI OTS indef. Rwy 30 PAPI OTS indef. ACTIVATE MIRL Rwys 07-25 and 12-30; PAPI Rwys 07 and 25 and 12 and 30—CTAF. Ldg fee.

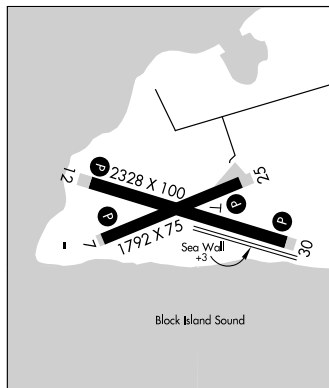
COMMUNICATIONS: CTAF/UNICOM 122.8**GROTON RCO 122.1R 110.85R (BRIGEPOR RADIO)**Ⓡ **PROVIDENCE APP/DEP CON 125.75 (1045-0500Z±)****BOSTON CENTER APP/DEP CON 124.85 (0500-1045Z±)****RADIO AIDS TO NAVIGATION:** NOTAM FILE GON.**GROTON (T) VOR/DME 110.85 GON Chan 45(Y) N41°19.82'**

W72°03.12' 183° 4.8 NM to fld. 20/14 W.

NEW YORK

L-33C, 341

IAP

**FLOYD BENNETT MEMORIAL** (See GLEN FALLS)**FORT DRUM** (See WHEELER SACK AAF)**FRANCIS S GABRESKI** (See WESTHAMPTON BEACH)**FRANKFORT-HIGHLAND** (See UTICA/FRANKFORT)**FREEHOLD** (115) 1 NW UTC-5(-4DT) N42°21.86' W74°03.96'

NEW YORK

440 S2 NOTAM FILE BTV

RWY 12-30: H2275X22 (ASPH-AFSC)**RWY 12:** Tree. **RWY 30:** Trees.

AIRPORT REMARKS: Attended Apr-Dec 1400Z±-dusk. Extensive glider activity, especially on weekends. PPR for ldg until 01 Apr snow on rwy. Rgt tfc for gliders Rwy 12 only. Rwy 12-30 100 ft by 2640 ft turf rwy adjacent to paved rwy (S edge) beginning at 735' from Rwy 30 thld.

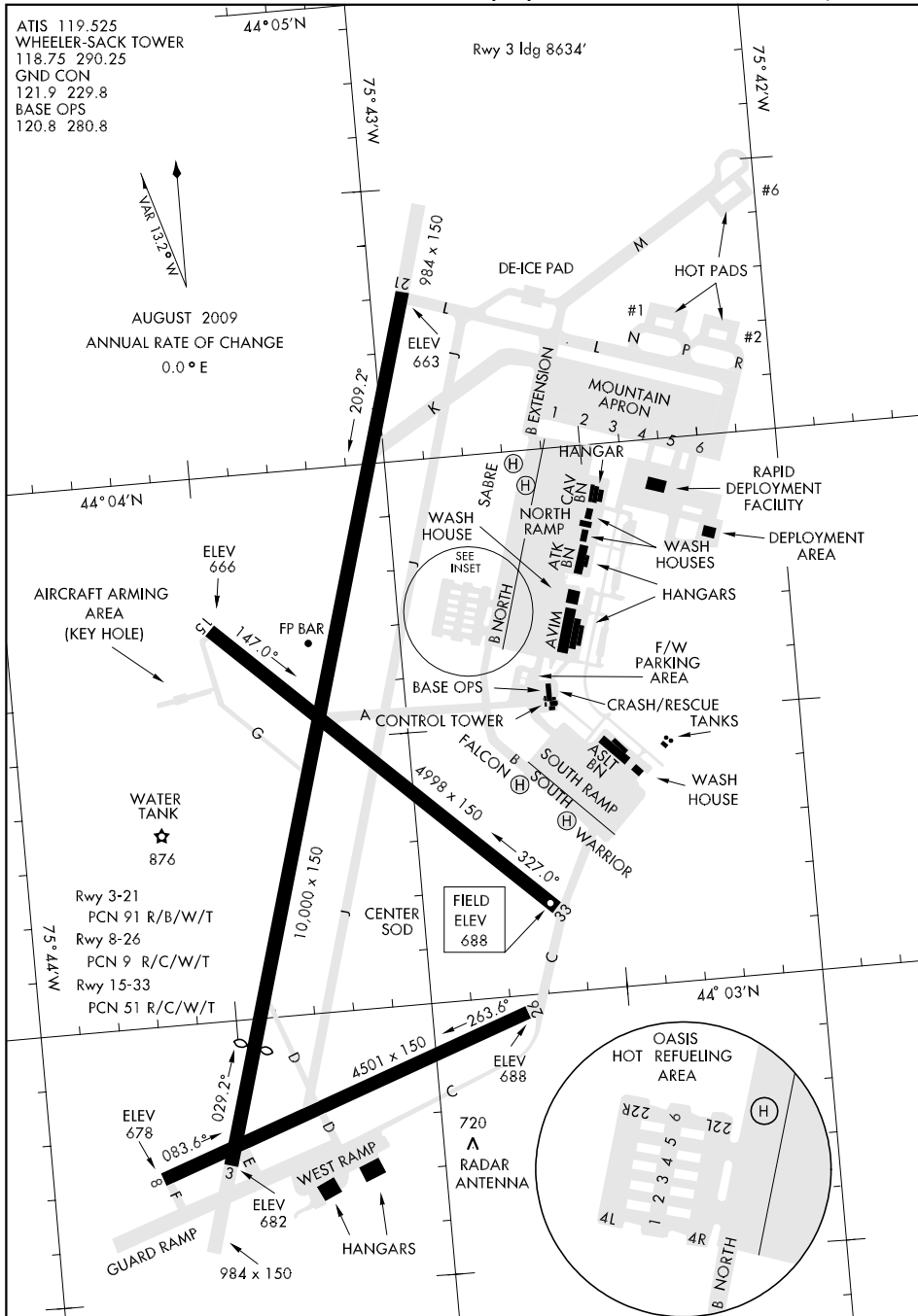
COMMUNICATIONS: CTAF 122.85**FRIKK** N40°46.59' W73°28.95' NOTAM FILE FRG.**NDB (LOM) 407 FR 146° 4.3 NM to Republic.**

AIRPORT DIAGRAM

AFD-5754.10 [USA]

FORT DRUM, NEW YORK

NE-2, 23 SEP 2010 to 21 OCT 2010



NE-2, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

FORT DRUM, NEW YORK
WHEELER-SACK AAF (KGTB)

WHEELER SACK AAF (FORT DRUM) (GTB)(KGTB) A 1 NE UTC-5(-4DT)

N44°03.34' W75°43.19'

MONTREAL

H-11C, 12K, L-32F

DIAP, AD

688 B TPA—See Remarks NOTAM FILE BTW Not insp.

RWY 03-21: H10000X150 (CONC) PCN 91 R/B/W/T HIRL

RWY 03: ALSF1. PAPI. Thld dsplcd 1366'. **RWY 21:** ALSF1. PAPI.

RWY 15-33: H4998X150 (CONC) PCN 51 R/C/W/T HIRL

RWY 15: MALS. RAIL. FLOODS. **RWY 33:** FLOODS.

RWY 08-26: H4501X150 (CONC) PCN 9 R/C/W/T MIRL

MILITARY SERVICE: FUEL J8. PPR Avbl Mon-Fri 1200-0200Z†, other times prior notice. **FLUID**-De-icing Type I and Type IV avbl with 3 hr prior notice. **TRAN ALERT** Limited.

MILITARY REMARKS: RSTD 24 hr PPR DSN 772-5681, C315-772-5681. Prior notice rqr by Fri 2100Z† for weekend and following Mon. Tkf Rwy 26 and ldg Rwy 08 VFR only for Cat B, C, D acft. Rwy 03-21 accelerate stop and tkf run distance avbl 10,000'. Section of Rwy 08-26 between Rwy 03-21 and Twy D rated CON PCN 80 R/B/W/T. All tran acft must notify Base Ops no later than 20 min out and must contact GTB Apch Ctl within 25-30 NM of GTB and advise of intentions. Acft that plan on arriving GTB via an IFR military training route or VFR military training route must inform Base Ops when requesting a PPR. **CAUTION** Lgt stack 860'

2 NM west of arpt. R5201 east of airfield, heavy artillery, rotary wing and fixed wing jet acft activity.

TFC PAT TPA—Rotary wing 1398(710), fixed wing 1998(1310), turbojet 2498(1810), overhead 2998(2310).

NS ABTMT Fly friendly program in effect. Does not apply to Aerial Port of Embarkation mission acft. Quiet hr policy for transient aircrews conducting practice approaches and training flights 0300-1100Z†, ctc airfield manager thru base ops for exceptions. **CSTMS/AG/IMG** CSTMS and AG rqr 24 hr advance notice, coordinate thru Base OPS. **MISC** Wx svc avbl Mon 0300Z†-Fri 2100Z† (or end of lcl flying), exc hol. DSN 772-6065. C315-772-6065. After duty hrs wx brief avbl from 15 OWS Scott AFB DSN 576-9755/9702, C618-256-9755/9702. Primary wx sensors automated 24/7. During augmentation/back-up wx obsn point is obstructed 033°-162°. ATC will assist in cooperative watch by notifying wx of unreported conditions. Notify twr 20 min out with Code 6 and avb on board. All tran helicopter enroute R5201 must stop GTB for rqr safety brief. Base OPS Mon-Fri 1200-0400Z†, weekend 1300-2100Z†, other times prior notice. Narrow Twy A, B arc 40' wide. Visibility limited to 1/4 to 1/16 of a mile in this sector. Tight turns rqr from Twy A to B and B to A, advise GND if acft cannot make these turns. Acft inbound for Directorate of Logistics Aviation Intermediate Maintenance must arrive no later than 1900Z†, ctc C315-772-7536, DSN 772-7536. All transit acft crews opr on Mountain Ramp or hot pads ctc Base OPS 126.2 or 280.8 (if no response ctc GND) for engine start authority. Compass Rose on the center sod is not calibrated.

COMMUNICATIONS: ATIS 119.525

® **APP/DEP CON** 128.25 257.6

TOWER 118.75 290.25 **GND CON** 121.9 229.8 **CLNC DEL** 120.8 **PMSV SACK METRO** 304.3

BASE OPS 126.2 280.8

FORT DRUM FLT FLW 141.025 397.75 (All acft ctc Drum CON prior entry R5201.)

RADIO AIDS TO NAVIGATION: NOTAM FILE BTW.

WATERTOWN (L) VORTAC 109.8 ART Chan 35 N43°57.12' W76°03.88' 080° 16.2 NM to fld. 370/12W.

DRUM NDB (MHW) 257 GTB N44°04.11' W75°44.16' 151° 1.0 NM to fld. NOTAM FILE GTB.

ILS 108.5 I-AEZ Rwy 03.

ILS 108.5 I-GTB Rwy 21.

ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

* When ALS inop, increase CAT CDE vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT C vis to $2\frac{1}{2}$ miles, CAT D vis to $2\frac{3}{4}$ miles, CAT E vis to 3 miles.

ALSF-1
 (A1)

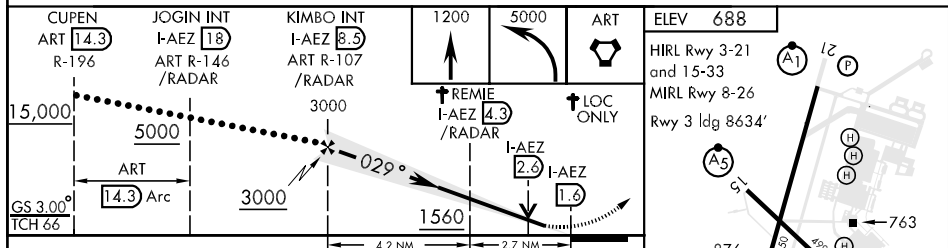
†† MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 direct ART VORTAC and hold, continue climb in hold to 5000.

*** When ALS inop, increase CAT C vis to 1 mile, CAT D vis to 1 1/4 miles, CAT E vis to 1 1/2 miles.
† Circling NA E of Rwy 21 and 33.
Circling NA for CAT E to Rwy 8-26 and 15-33.
Circling NA for CAT C and D to Rwy 8.

LOCALIZER 108.5
I-AEZ
Chan 22

709
R-5201
R-045
829
RFMIF

(a) 139
(b) 209
(c) 319



ELEV 688

HIRL Rwy 3-21
and 15-33

MIRL Rwy 8-26

Rwy 3 ldg 8634'

A5

A1

P

876

10000 x 150

4978 x 150

763

720

029° 6.9 NM
from FAF

FAF to MAP 6.9 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---------|------|------|------|------|------|
| Min:Sec | 3:27 | 2:57 | 2:35 | 2:18 | 2:04 |

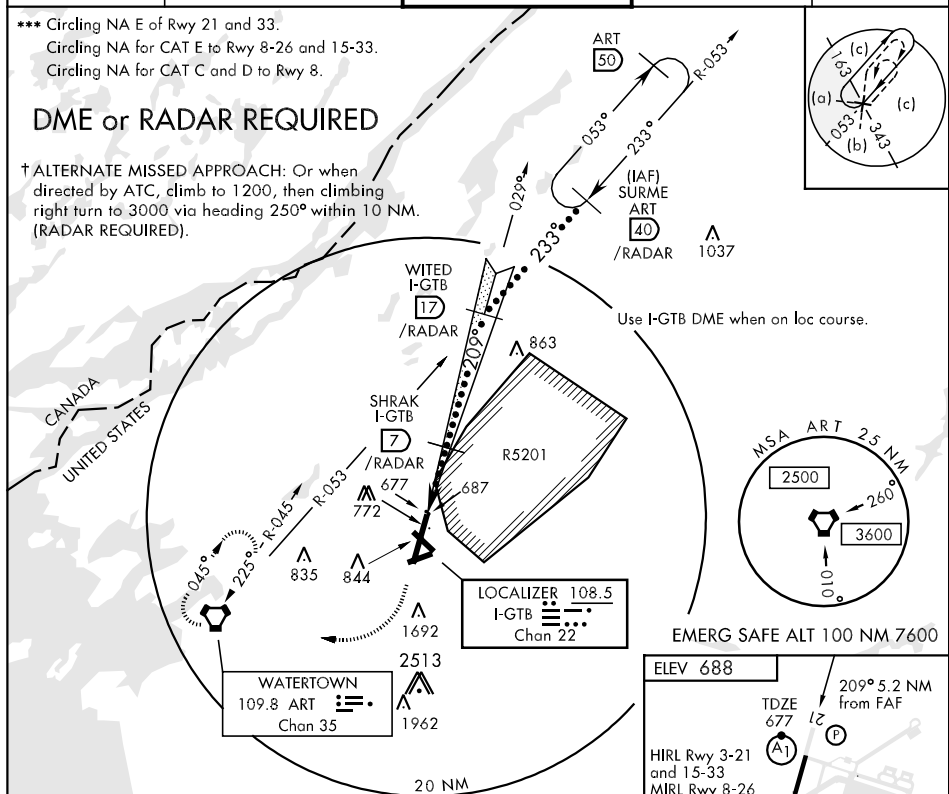
NE-2-23 SEP 2010 to 21 OCT 2010

| | | |
|--|---------------|---|
| <p>* When ALS inop, increase CAT CDE vis to $\frac{3}{4}$ mile.</p> <p>** When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to $1\frac{1}{4}$ miles.</p> | <p>ALSF-1</p> | <p>† MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct ART VORTAC and hold. Continue climb in hold to 5000.</p> |
|--|---------------|---|

*** Circling NA E of Rwy 21 and 33.
Circling NA for CAT E to Rwy 8-26 and 15-33.
Circling NA for CAT C and D to Rwy 8.

DME or RADAR REQUIRED

† ALTERNATE MISSED APPROACH: Or when directed by ATC, climb to 1200, then climbing right turn to 3000 via heading 250° within 10 NM. (RADAR REQUIRED).



ELEV 688

TDZE 677

209° 5.2 NM from FAF

HIRL Rwy 3-21 and 15-33

MIRL Rwy 8-26

A1

A5

876

10,000 x 150

4998 x 150

763

720

Rwy 3 ldg 8634'

FAF to MAP 5.2 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---------|------|------|------|------|------|
| Min:Sec | 2:36 | 2:14 | 1:57 | 1:44 | 1:34 |

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

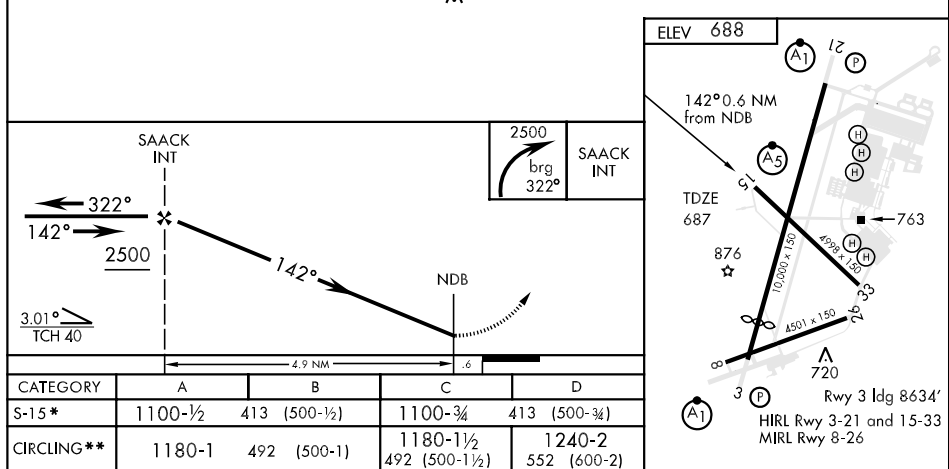
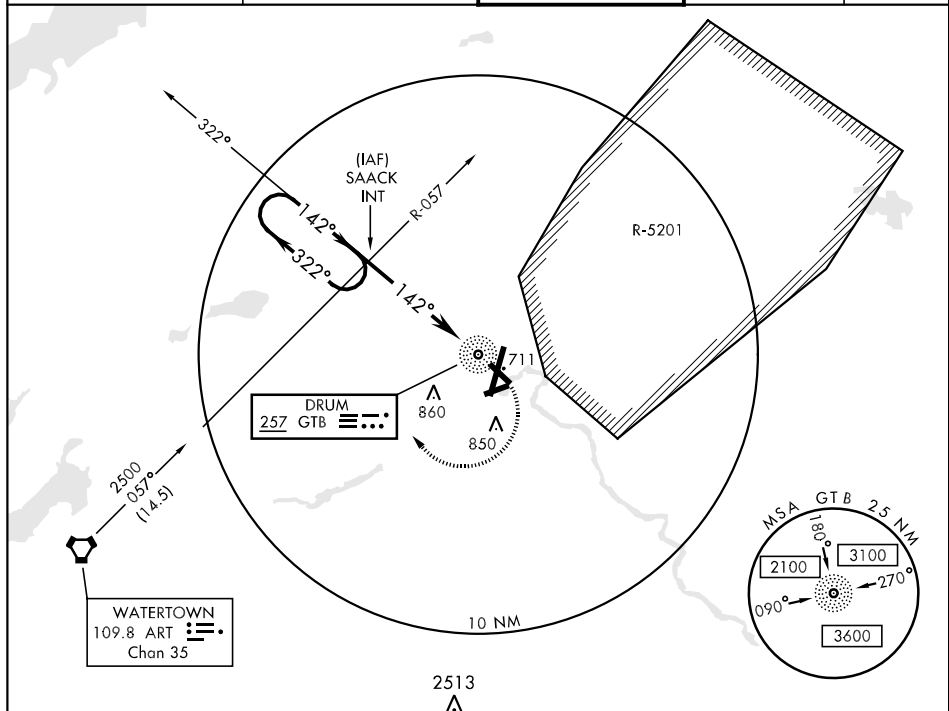
| | | | | |
|-----------------------|-------------------------|--|---------------|-------------------------|
| NDB GTB 257 | APCH CRS 142° | Rwy Idg 4998 TDZE 687 Arpt Elev 688 | AL-5754 [USA] | WHEELER-SACK AAF (KGTB) |
|-----------------------|-------------------------|--|---------------|-------------------------|

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ mile.
 ** Circling NA E of Rwy 21 and 33. Circling NA for CAT BCD to Rwy 8.



MISSED APPROACH: Climbing right turn to 2500 via GTB brg 322° to SAACK INT and hold.

| | | | | |
|------------------------|---|--|-------------------------------|---------|
| ATIS 119.525 | WHEELER-SACK APP CON 128.25 257.6 | WHEELER-SACK TOWER 118.75 290.25 | GND CON 121.9 229.8 | ASR/PAR |
|------------------------|---|--|-------------------------------|---------|



| | | |
|------------------------------|-------------------------|--|
| NDB GTB <u>257</u> | APCH CRS 327° | Rwy Idg 4998 TDZE 688 Arpt Elev 688 |
|------------------------------|-------------------------|--|

AL-5754 [USA]

WHEELER-SACK AAF (KG TB)

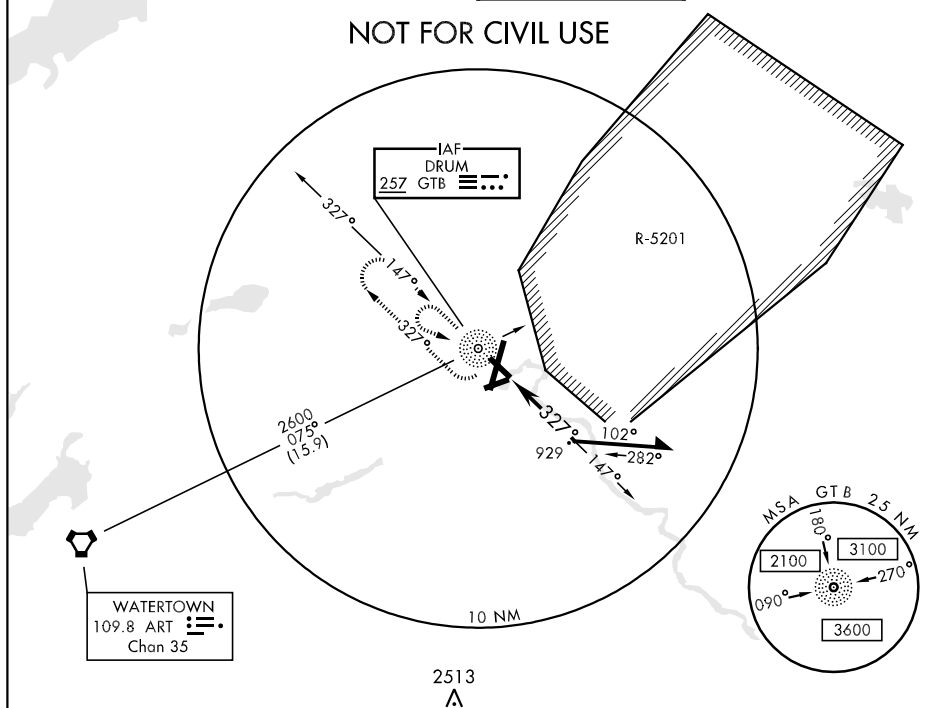


* Circling NA E of Rwy 21 and 33.

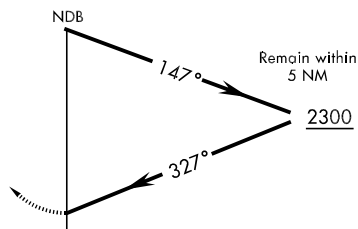
MISSED APPROACH: Climb to 2200, then climbing left turn to 2600 direct GTB NDB and hold.

| | | | | |
|-----------------|--------------------------------------|-------------------------------------|------------------------|---------|
| ATIS 119.525 | WHEELER-SACK APP CON 128.25 257.6 | WHEELER-SACK TOWER 118.75 290.25 | GND CON 121.9 229.8 | ASR/PAR |
|-----------------|--------------------------------------|-------------------------------------|------------------------|---------|

NOT FOR CIVIL USE



| | | |
|------|------|-----|
| 2200 | 2600 | GTB |
|------|------|-----|



| CATEGORY | A | B | C | D |
|-----------|-----------------------|----------------|---|---|
| S-33 | 1320-1 632 (700-1) | NOT AUTHORIZED | | |
| CIRCLING* | 1320-1 632 (700-1) | NOT AUTHORIZED | | |

ELEV 688

Rwy 3 Idg 8634'

10,000' x 150'

4501' x 150'

4999' x 150'

763

327° to GTB NDB

TDZE 688

3 21 15 33

876

A5

A1

P

HIRL Rwy 3-21 and 15-33
MRL Rwy 8-26

| | | |
|--|-------------------------|--|
| WAAS Chan 93714 W03A | APCH CRS 029° | Rwy Idg 8634 TDZE 685 Arpt Elev 688 |
|--|-------------------------|--|

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

| | | |
|--|-----------------------|--|
| <p>▼</p> <p>* When ALS inop, increase LPV CAT ABCDE vis to ¾ mile. ** When ALS inop, increase LNAV/VNAV CAT ABCDE vis to 1¼ miles. *** When ALS inop, increase LNAV CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT DE vis to 1½ miles.</p> | <p>ALSF-1</p> <p></p> | <p>MISSED APPROACH: Climb to 4000 direct WITED and hold.</p> |
|--|-----------------------|--|

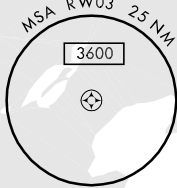
| | | | | |
|------------------------|---|--|-------------------------------|---------|
| ATIS 119.525 | WHEELER-SACK APP CON 128.25 257.6 | WHEELER-SACK TOWER 118.75 290.25 | GND CON 121.9 229.8 | ASR/PAR |
|------------------------|---|--|-------------------------------|---------|

**** Circling NA E of Rwy 21 and 33.
 **** Circling NA for CAT BCD to Rwy 8.
 **** Circling NA for CAT E to Rwy 8-26 and 15-33.

DME/DME RNP -0.3 NA

For uncompensated BARO-VNAV systems,
 LNAV/VNAV NA BELOW -16°C (4°F)
 or above 48°C (118°F)

PROCEDURE NA FOR
 ARRIVAL AT ART
 VORTAC VIA V29-423
 NORTHBOUND



WATERTOWN
 109.8 ART
 Chan 35

5000
 173°
 (12.9)

(IAF)
 DOBTE

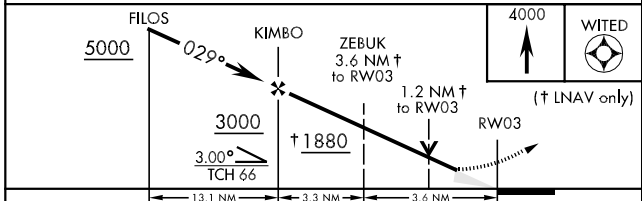
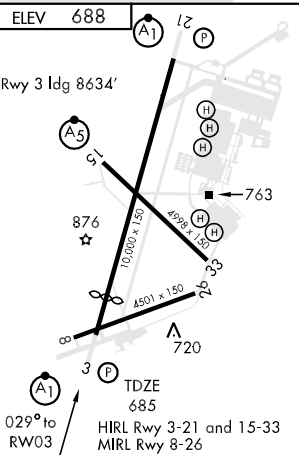
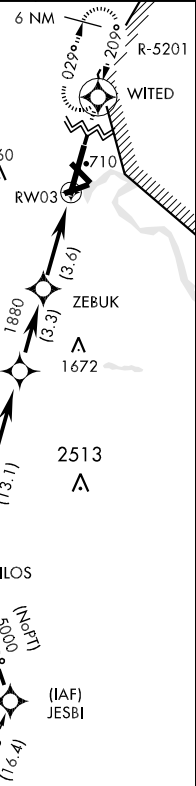
(NoPT)
 5000
 119°
 (5)

FILOS

5000
 353°
 (5)

(IAF)
 JESBI

FLOOR INT



| CATEGORY | A | B | C | D | E |
|-----------------|--------------------|----------------------|--------------------|--------------------|---|
| LPV DA * | 885-½ 200 (200-½) | | | | |
| LNAV/VNAV DA ** | 1040-¾ 355 (400-¾) | | | | |
| LNAV MDA *** | 1140-½ 455 (500-½) | 1140-¾ 455 (500-¾) | 1140-1 455 (500-1) | | |
| CIRCLING **** | 1180-1 492 (500-1) | 1180-1½ 492 (500-1½) | 1240-2 552 (600-2) | 1520-3 832 (900-3) | |

| | | |
|-------------------------|-------------------------------|-------------|
| APCH CRS 147° | Rwy Idg TDZE 687 | 4998 |
| | Arpt Elev 688 | |

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)



* When ALS inop, increase CAT AB vis to 1 mile,
CAT C vis to 1¼ miles, CAT D vis to 1½ miles.
DME/DME RNP-0.3 NA.



MISSED APPROACH: Climbing right
turn to 3000 WOBDI and hold.

ATIS
119.525

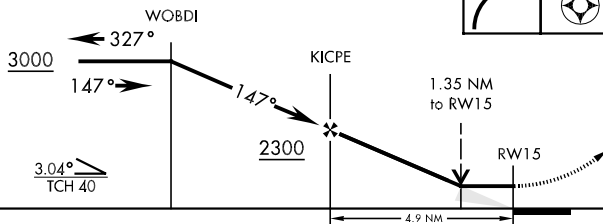
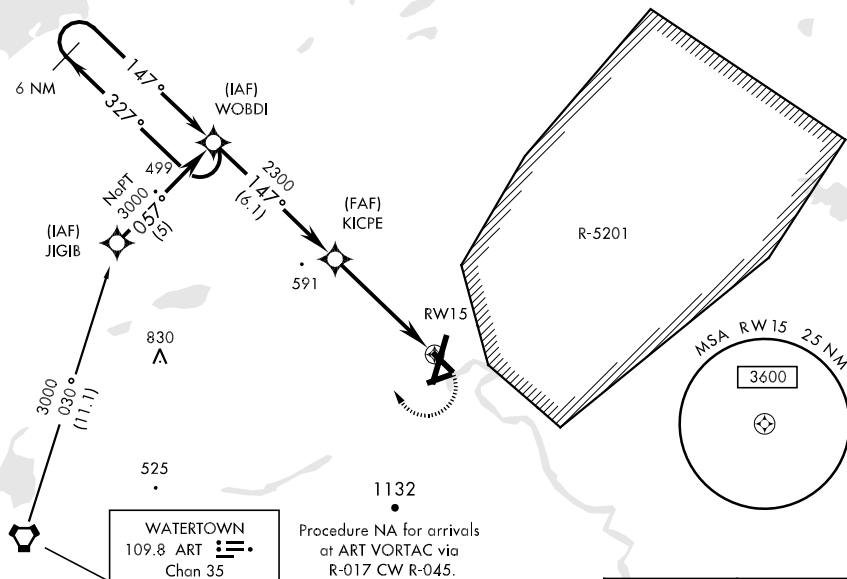
WHEELER-SACK APP CON
128.25 257.6

WHEELER-SACK TOWER
118.75 290.25

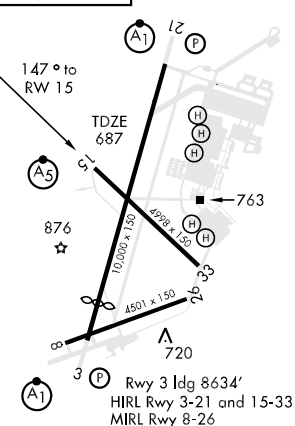
GND CON
121.9 229.8

ASR/PAR

** Circling NA for CAT BCD to Rwy 8
** Circling NA E of Rwy 21 and 33.



ELEV 688



| CATEGORY | A | B | C | D |
|-------------|--------|-------------|-------------------------|-----------------------|
| INAV MDA * | 1140-½ | 453 (500-½) | 1140-¾ 453 (500-¾) | 1140-1 453 (500-1) |
| CIRCLING ** | 1180-1 | 492 (500-1) | 1180-1½ 492 (500-1½) | 1240-2 552 (600-2) |

| | | |
|--|-------------------------|--|
| WAAS Ch 63007 W21A | APCH CRS 209° | Rwy Idg 10,000 TDZE 677 Arpt Elev 688 |
|--|-------------------------|--|

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

▼

*When ALS inop, increase LPV CAT ABCDE vis to $\frac{3}{4}$ mile.
 **When ALS inop, increase LNAV/VNAV CAT ABCDE vis to $1\frac{1}{4}$ miles.
 ***When ALS inop, increase LNAV CAT ABC vis to 1 mile, CAT DE vis to $1\frac{1}{4}$ miles.



MISSED APPROACH: Climb to 3000
 direct WODEG and via 270° track to
 ART VORTAC and hold.

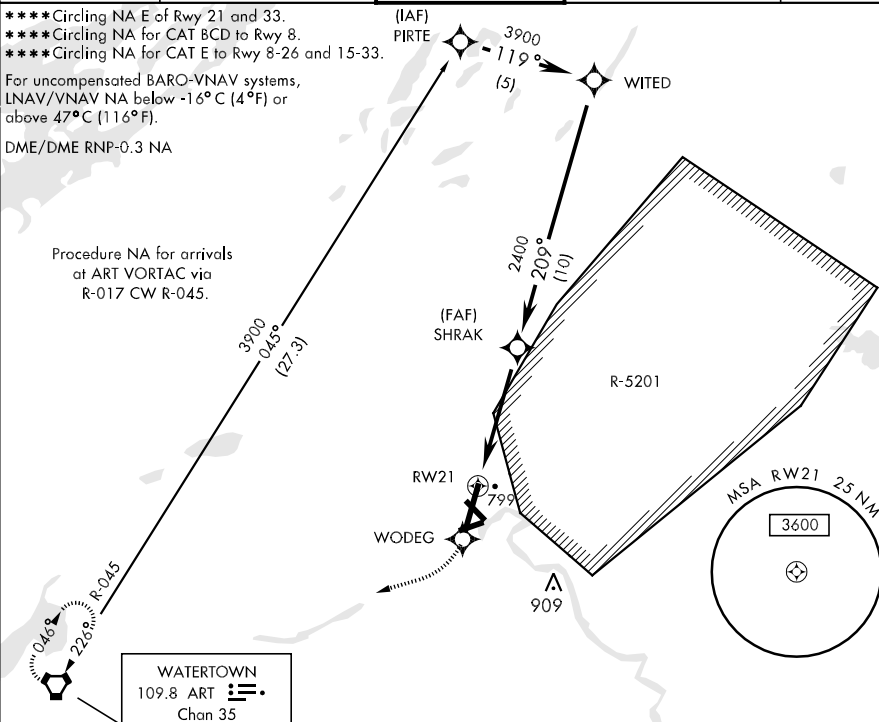
| | | | | |
|------------------------|---|--|-------------------------------|---------|
| ATIS 119.525 | WHEELER-SACK APP CON 128.25 257.6 | WHEELER-SACK TOWER 118.75 290.25 | GND CON 121.9 229.8 | ASR/PAR |
|------------------------|---|--|-------------------------------|---------|

****Circling NA E of Rwy 21 and 33.
 ****Circling NA for CAT BCD to Rwy 8.
 ****Circling NA for CAT E to Rwy 8-26 and 15-33.

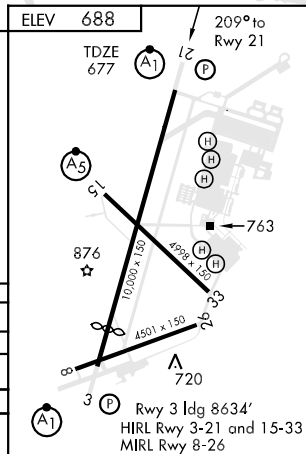
For uncompensated BARO-VNAV systems,
 LNAV/VNAV NA below -16°C (4°F) or
 above 47°C (116°F).

DME/DME RNP-0.3 NA

Procedure NA for arrivals
 at ART VORTAC via
 R-017 CW R-045.



| | | | | | | | |
|-----------------|---------------------|---------------------------|---|---------------------------|-------------|-------|----------|
| 3000 | WODEG | ART | VGSI and RNAV glidepath not coincident. | | | | |
| | | | † LNAV only | | | | |
| | | | | SHRAK | | WITED | 3900 |
| | | | | | | | 2400 |
| | | | | | | | 209° |
| | | | | | | | GS 3.00° |
| | | | | | | | TCH 63 |
| | | | | | | | 5.2 NM |
| | | | | | | | 10 NM |
| CATEGORY | A | B | C | D | E | | |
| LPV DA * | 877- $\frac{1}{2}$ | | 200 | (200- $\frac{1}{2}$) | | | |
| LNAV/VNAV DA ** | 1056- $\frac{3}{4}$ | | 379 | (400- $\frac{3}{4}$) | | | |
| LNAV MDA *** | 1020- $\frac{1}{2}$ | 343 (400- $\frac{1}{2}$) | 1020- $\frac{3}{4}$ | 343 (400- $\frac{3}{4}$) | | | |
| CIRCLING **** | 1180-1 | 492 (500-1) | 1180-1 $\frac{1}{2}$ | 1240-2 | 1520-3 | | |
| | | | 492 (500-1 $\frac{1}{2}$) | 552 (600-2) | 832 (900-3) | | |



| | | |
|-------------------------|------------------------------|---|
| APCH CRS 327° | Rwy Idg TDZE Arpt Elev | 4998 688 688 |
|-------------------------|------------------------------|---|

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

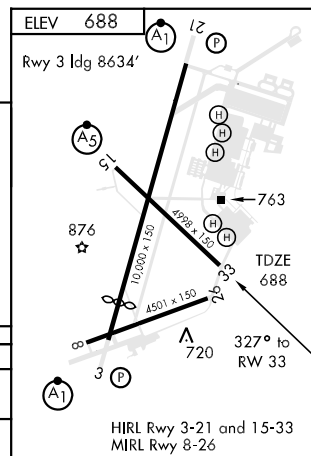
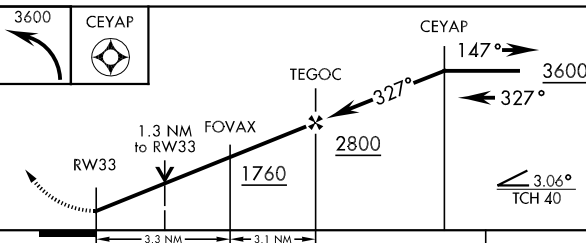
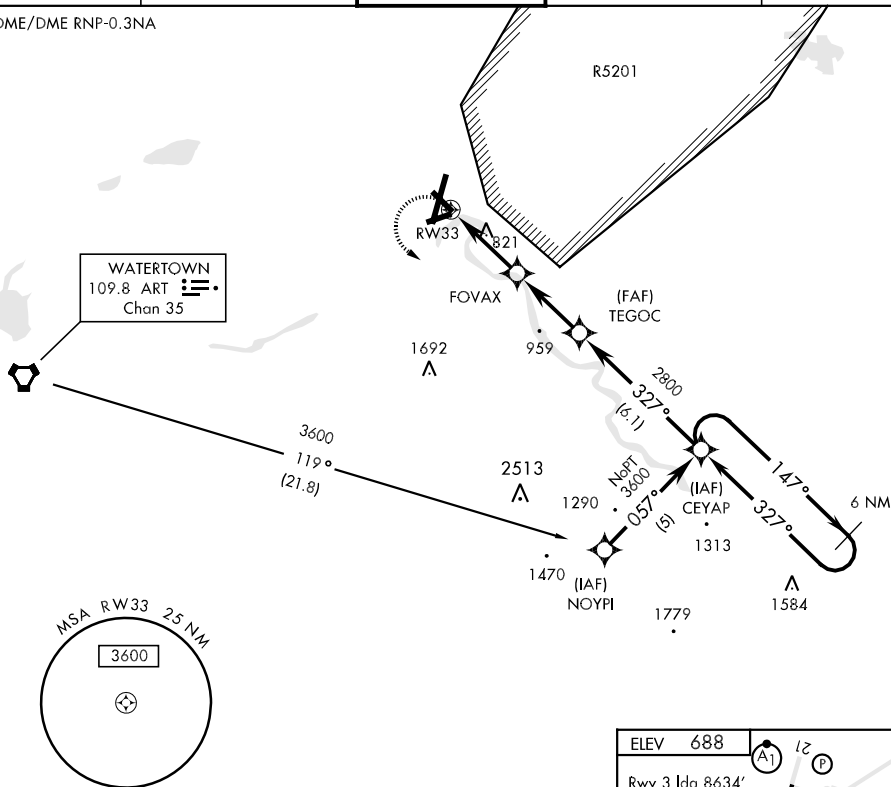


- * Circling NA for CAT BCD to Rwy 8
 - * Circling NA E of Rwy 21 and 33.
- Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3600 direct CEYAP and hold.

| | | | | |
|------------------------|---|--|-------------------------------|---------|
| ATIS 119.525 | WHEELER-SACK APP CON 128.25 257.6 | WHEELER-SACK TOWER 118.75 290.25 | GND CON 121.9 229.8 | ASR/PAR |
|------------------------|---|--|-------------------------------|---------|

DME/DME RNP-0.3NA



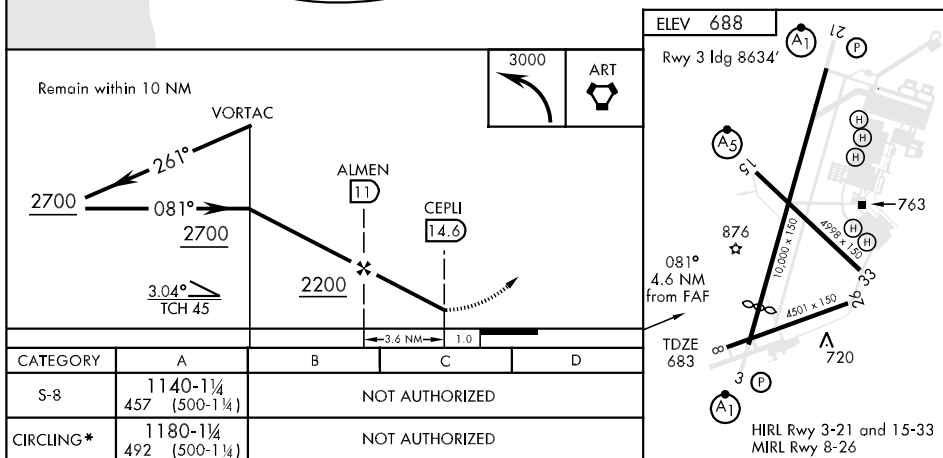
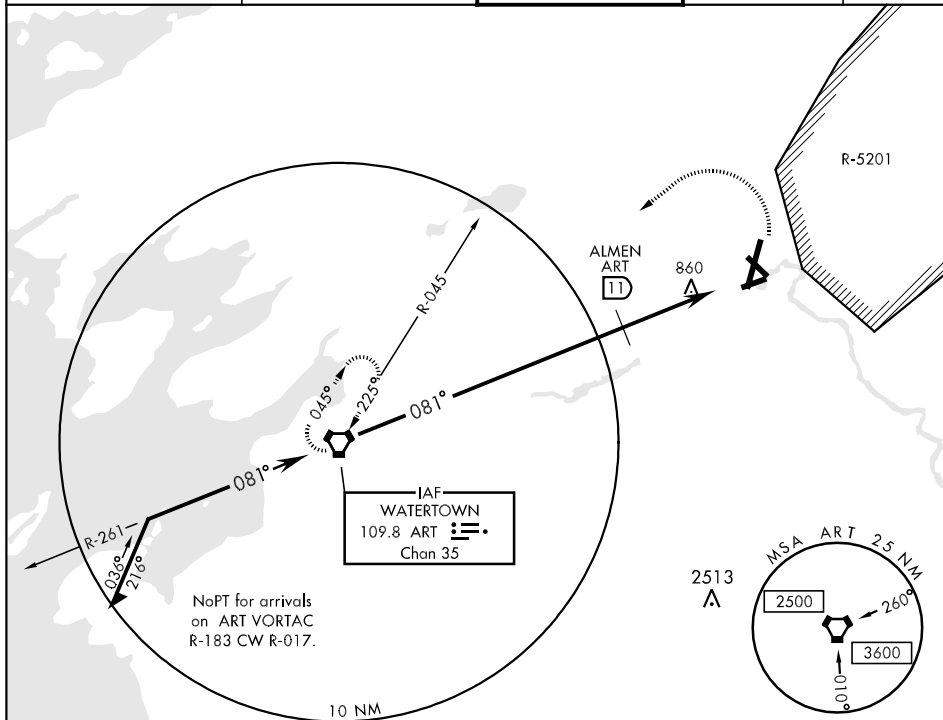
| CATEGORY | A | | B | C | D |
|------------|--------|-------------|-------------------------|-------------------------|---|
| LNNAV MDA | 1140-1 | 452 (500-1) | 1140-1½ 452 (500-1½) | 1140-1½ 452 (500-1½) | |
| CIRCLING * | 1180-1 | 492 (500-1) | 1180-1½ 492 (500-1½) | 1240-2 552 (600-2) | |

| | | |
|--|-------------------------|--|
| VORTAC ART 109.8 Chan 35 | APCH CRS 081° | Rwy Idg 4501 TDZE 683 Arpt Elev 688 |
|--|-------------------------|--|

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

| | | | | |
|----------------------------------|---|--|-------------------------------|---------|
| *Circling NA E of Rwy 21 and 33. | | MISSED APPROACH: Climbing left turn to 3000 direct to VORTAC and hold. | | |
| ATIS 119.525 | WHEELER-SACK APP CON 128.25 257.6 | WHEELER-SACK TOWER 118.75 290.25 | GND CON 121.9 229.8 | ASR/PAR |

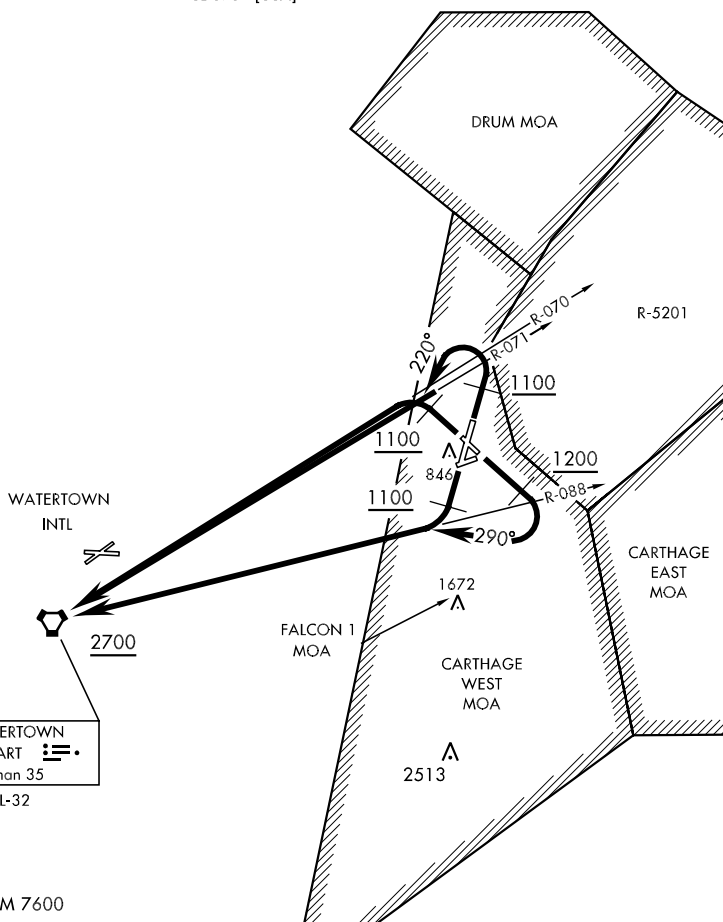


WATERTOWN-TWO DEPARTURE (ART 2•ART)

FORT DRUM, NY

ATIS 119.525
GND CON
121.9 229.8
WHEELER-SACK
TOWER
118.75 290.25
WHEELER-SACK DEP CON
128.25 257.6

SL-5754 [USA]



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 15: Climb via heading 147° to 1200, then climbing right turn to 2700 via heading 290° and ART R-088 to ART VORTAC, thence...

TAKE-OFF RWY 21: Climb via heading 209° to 1100, then climbing right turn to 2700 via ART R-088 to ART VORTAC, thence...

TAKE-OFF RWY 03: Climb via heading 029° to 1100, then climbing left turn to 2700 via heading 220° and ART R-071 to ART VORTAC, thence...

TAKE-OFF RWY 33: Climb via heading 327° to 1100, then climbing left turn to 2700 via ART R-070 to ART VORTAC, thence...

... Cross ART VORTAC at or above 2700 via assigned route.

WATERTOWN-TWO DEPARTURE (ART 2•ART)

FORT DRUM, NY

WHEELER-SACK AAF (KGTB)

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

FULTON**OSWEGO CO** (FZY) 3 NE UTC-5(-4DT) N43°21.05' W76°23.28'

NEW YORK

475 B S4 FUEL 100LL, JET A NOTAM FILE BUF

H-11C, 121, L-32F

RWY 15-33: H5196X100 (ASPH-GRVD) S-30 MIRL (NSTD) 0.6% up SE

IAP

RWY 15: REIL. Trees.

RWY 33: REIL. VASI(V2L)—GA 3.25° TCH 42'. Fence.

RWY 06-24: H3996X100 (ASPH-GRVD) S-30 MIRL 0.3% up NE

RWY 06: Trees. RWY 24: Methane pipe.

AIRPORT REMARKS: Attended 1300-2200Z±. Rwy 06 ditches 15' wide 65' from centerline both sides in safety area 110' from thld. Rwy 15-33 NSTD MIRL; Rwy 33 no split lenses on last 2000' of rwy. ACTIVATE MIRL Rwy 06-24 and REILS Rwy 15-33—CTAF. MIRL Rwy 15-33 and VASI Rwy 33 preset low ints sunset-sunrise, to increase ints ACTIVATE—CTAF. No touch and go ldg or practice low apch 0300-1300Z± daily.

WEATHER DATA SOURCES: ASOS 119.275 (315) 598-8773.**COMMUNICATIONS:** CTAF/UNICOM 123.0

® SYRACUSE APP/DEP CON 134.275

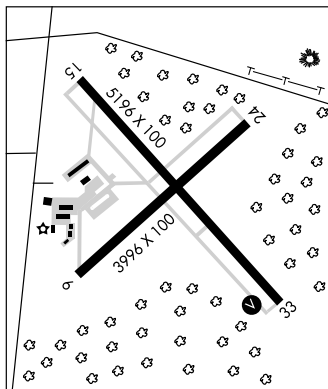
RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.

SYRACUSE (H) VORTACW 117.0 SYR Chan 117 N43°09.63'

W76°12.27' 336° 14 NM to fld. 415/11W. HIWAS.

FALLN NDB (LOM) 220 FZ N43°17.25' W76°18.28' 329° 5.3 NM to fld.

ILS/DME 110.9 I-FZY Chan 46 Rwy 33. LOM FALLN NDB.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.**FULTON CO** (See JOHNSTOWN)**GALLUPVILLE****BLUE HERON** (N25) 3 NE UTC-5(-4DT) N42°41.84' W74°11.97'

NEW YORK

1200 NOTAM FILE BTV

RWY 09-27: 2600X70 (TURF)

RWY 27: Trees.

AIRPORT REMARKS: Attended Apr-Oct.**COMMUNICATIONS:** CTAF 122.9**GANSE** N43°15.31' W73°36.35' NOTAM FILE GFL.

NDB (LOM) 209 GF 013° 5.2 NM to Floyd Bennett Memorial.

GANSEVOORT**HEBER AIRPARK** (K3Ø) 2 SE UTC-5(-4DT) N43°11.00' W73°37.99'

NEW YORK

230 NOTAM FILE BTV

RWY 06-24: H2200X24 (ASPH) MIRL (NSTD)

RWY 06: Thld dspcd 200'. Road. Rgt tfc. RWY 24: Trees.

AIRPORT REMARKS: Unattended. Birds and wildlife on and in vof arpt. 25' dropoff 10' from Rwy 24 thld. Rwy 24 uphill grade exceeds 2% up. Light colored full width concrete pavement section 144' from Rwy 24 thld, 20' long. Golf course adjacent to rwy both sides. ACTIVATE NSTD MIRL Rwy 06-24—CTAF. Rwy 06-24 NSTD MIRL due to spacing, 33' from rwy edge on 3' wood posts. Rwy 06-24 nstd dspcd thld; no bar.

COMMUNICATIONS: CTAF 122.9**GARNSEYS** (See SCHUYLERVILLE)**GASPORT****ROYALTON** (9G5) 1 SE UTC-5(-4DT) N43°10.92' W78°33.47'

DETROIT

628 FUEL 100, MOGAS NOTAM FILE BUF

RWY 07-25: H2530X35 (ASPH) MIRL

RWY 07: Pole. RWY 25: Thld dspcd 300'. Tree.

AIRPORT REMARKS: Attended 1400-2300Z±. Ultraights on and in vof arpt. ACTIVATE MIRL Rwy 07-25—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8**COMM/NAV/WEATHER REMARKS:** Cinc del thru Flight Services 1-888-766-8267.**GENESEE CO** (See BATAVIA)

| | | |
|---|------------------------|--|
| LOC/DME I-FZY 110.9 Chan 46 | APP CRS 330° | Rwy Idg TDZE Apt Elev 5197 475 475 |
|---|------------------------|--|

ILS or LOC RWY 33

FULTON/OSWEGO COUNTY (FZY)

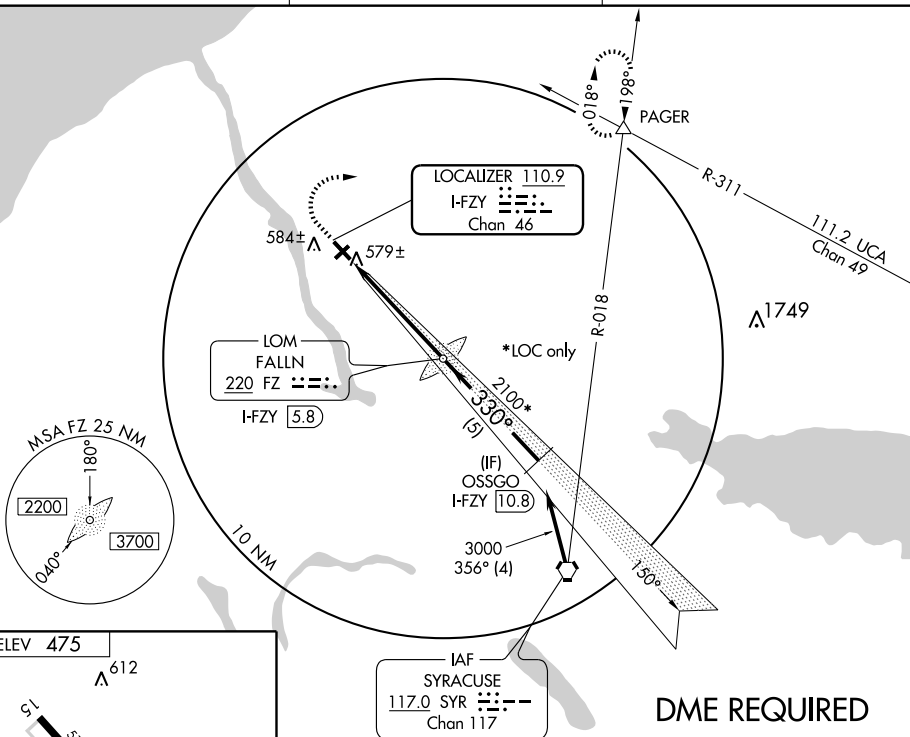
Visibility reduction by helicopters NA.
 NA When local altimeter setting not received, use Syracuse Hancock Intl altimeter setting and increase all DA 52 feet and all MDA 60 feet; increase S-LOC 33 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1100, then climbing right turn to 3000 via heading 090° and SYR VORTAC R-018 to PAGER INT and hold.

ASOS
119.275

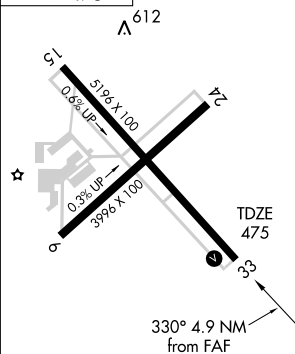
SYRACUSE APP CON
134.275 279.6

CTAF
123.0



ELEV **475**

612



REIL Rwy 15 and 33
 MIRL Rwy 6-24 and 15-33

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---------|------|------|------|------|------|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

FULTON, NEW YORK
 Orig-A 09351

| | | | | | | |
|--|------|--------------|------------|-------------------------|----------------------------|-------------------------|
| 1100 | 3000 | SYR R-018 | PAGER △ | LOM I-FZY <u>5.8</u> | OSSGO I-FZY <u>10.8</u> | Procedure Turn NA |
| VGSI and ILS glidepath not coincident. | | | | | | |
| | | | | | | |

FULTON/OSWEGO COUNTY (FZY)

ILS or LOC RWY 33

43° 21'N - 76° 23'W

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

APP CRS
240°

| | |
|----------|-------------|
| Rwy Idg | 3996 |
| TDZE | 469 |
| Apt Elev | 475 |

RNAV (GPS) RWY 24

FULTON/OSWEGO COUNTY (FZY)

FULTON/OSWEGO COUNTY (FZY)

T DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Syracuse Hancock Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C and D visibility $\frac{1}{4}$ mile.

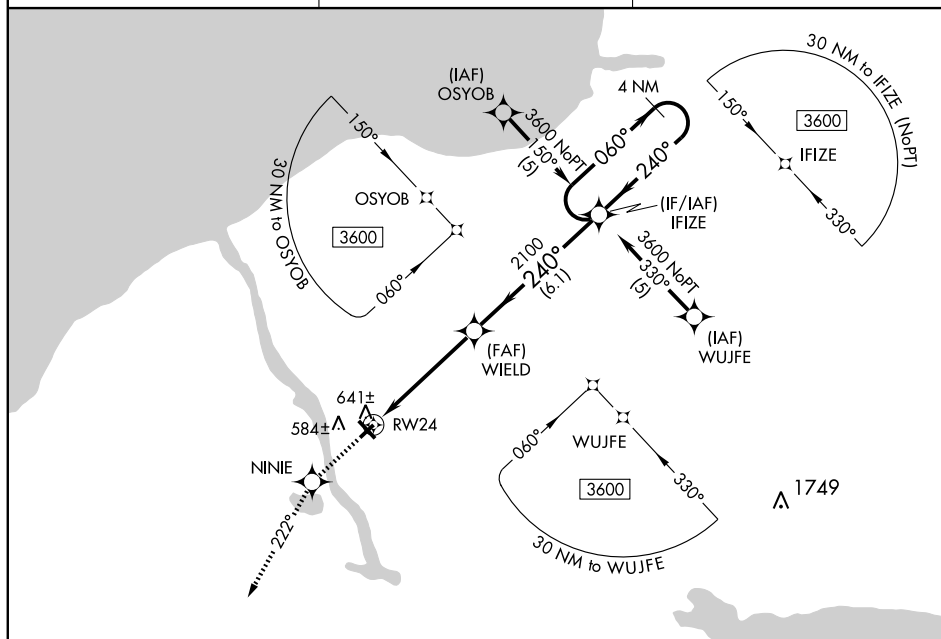
A VDP NA when using Syracuse Hancock Intl altimeter setting.

MISSED APPROACH: Climb to 3000
direct NINIE and via track 222° to
LYSAN and hold.

ASOS
119,275

SYRACUSE APP CON
134.275 279.6

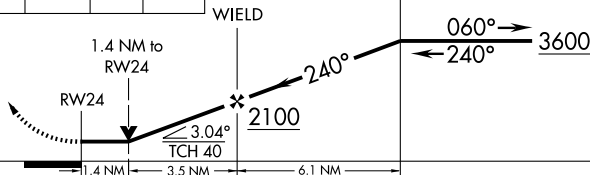
CTAF
123.0 **L**



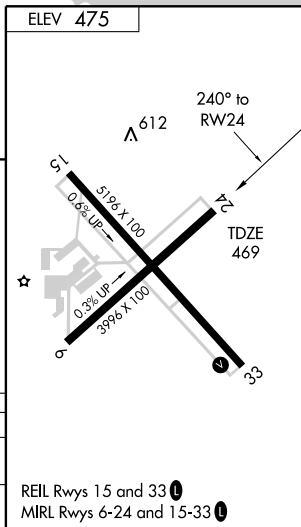
NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

| | | | |
|-----------|--|-------------|--|
| 3000 ↑ | NINIE  | TRK 222° | LYSAN  |
|-----------|--|-------------|--|



| CATEGORY | A | B | C | D |
|----------|--------------------|---|-------------------------|------------------------|
| INAV MDA | 960-1 491 (500-1) | | 960-1¼ 491 (500-1¼) | 960-1½ 491 (500-1½) |
| CIRCLING | 1000-1 525 (600-1) | | 1000-1½ 525 (600-1½) | 1040-2 565 (600-2) |



FULTON, NEW YORK
Amdt 1 09351

43° 21'N - 76° 23'W

FULTON/OSWEGO COUNTY (FZY)
RNAV (GPS) RWY 24

| | | |
|---|------------------------|---|
| VORTAC SYR 117.0 Chan 117 | APP CRS 336° | Rwy Idg 5197 TDZE 475 Apt Elev 475 |
|---|------------------------|---|

VOR RWY 33

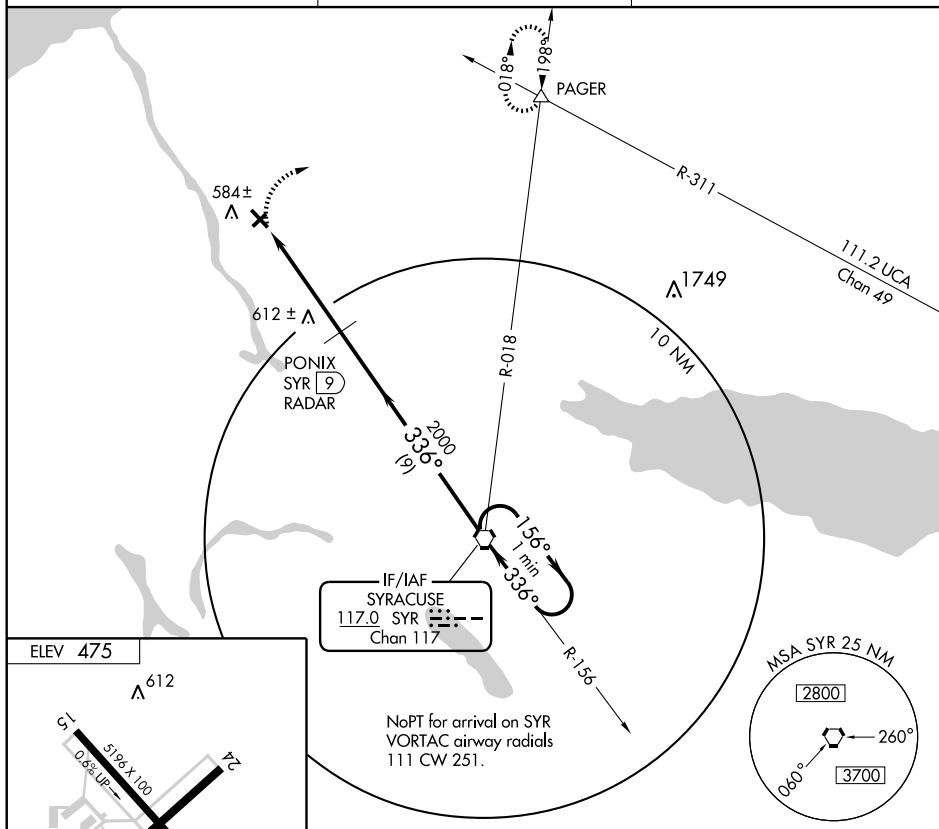
FULTON/ OSWEGO COUNTY (FZY)

T DME or Radar Required. Visibility reduction by helicopters NA.
A When local altimeter setting not received; use Syracuse Hancock Intl altimeter setting and increase all MDA 60 feet and increase S-33 Cat D visibility and Circling Cat C and D visibilities $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing right turn to 3000 via heading 090° and SYR R-018 to PAGER INT and hold.

ASOS
119.275

SYRACUSE APP CON
134.275 279.6

CTAF
123.0 **L**

NE-2. 23 SEP 2010 to 21 OCT 2010

ELEV 475

612

REIL Rwys 15 and 33 **L**

MIRL Rwy 6-24 and 15-33 L

FAF to MAP 4.6 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

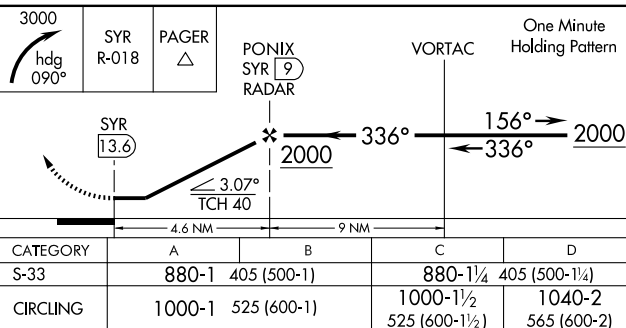
FULTON, NEW YORK

Amdt 5A 09351

FULTON/ OSWEGO COUNTY (FZY)

43°21'N - 76°23'W

VOR RWY 33



GLEN FALLS

FLOYD BENNETT MEMORIAL (GFL) 3 NE UTC-5(-4DT) N43°20.47' W73°36.62'

NEW YORK

328 B S4 FUEL 100LL, JET A TPA-1128(800) LRA Class IV, ARFF Index Ltd.

H-11C, 12K, L-32G

NOTAM FILE GFL

IAF

RWY 01-19: H5000X150 (ASPH-GRVD) S-80, D-110, 2S-117, 2D-180 HIRL

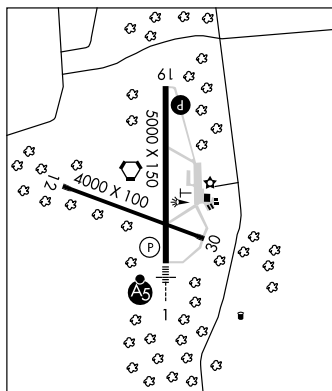
RWY 01: MALSR. PAPI (P4L)—GA 3.0° TCH 53'. Tree.

RWY 19: PAPI(P4L)—GA 3.0° TCH 50'. Tree.

RWY 12-30: H4000X100 (ASPH) S-39, D-53, 2D-76 MIRL

RWY 12: Tree. **RWY 30:** Tree.

AIRPORT REMARKS: Attended May-Sep 1200-0000Z, Oct-Apr 1300-2300Z. Self-svc 100LL fuel avbl. Full svc fueling avbl after hrs by pre-arrangement, call 518-798-3091. Birds and deer on and in/ovf arpt. Ultralight activity on and in/ovf arpt. Ultralight acft use 500' AGL left t/c for all rws. Four obstruction lgt poles 1½ mile to 1¼ mile N of Rwy 19. Rwy 01 designated as calm wind rwy. Rws 12 and 19 approaches obscured from one another due to high ground. Rwy 01 practice instrument apchs prohibited in VFR conditions when Rwy 19 is the active rwy. PPR 48 hrs for air carrier ops with more than 30 passenger seats call arpt manager 518-792-5995. Grass cutting equipment ops adjacent to all operational surfaces dalgt hours May thru Oct. During periods of snow removal ops Nov 1-Apr 1 acft must ctc arpt on frequency 123.0 10 minutes prior to ldg. Rwy conditions may not be monitored or reported when the arpt is unattended. ACTIVATE HIRL Rwy 01-19, MIRL Rwy 12-30, MALSR Rwy 01, PAPI Rwy 19 and twy lghts—CTAF.



WEATHER DATA SOURCES: ASOS 119.925 (518) 743-1728.

COMMUNICATIONS: CTAF/UNICOM 123.0

GLEN FALLS RCO 122.1R 110.2T (BURLINGTON RADIO)

GLEN FALLS RCO 122.4 122.2 (BURLINGTON RADIO)

Ⓡ **ALBANY APP/DEP CON** 132.825

RADIO AIDS TO NAVIGATION: NOTAM FILE GFL.

GLEN FALLS (L) VORTAC 110.2 GFL Chan 39 N43°20.50' W73°36.71' at fld. 319/14W.

GANSE NDB (LOM) 209 GF N43°15.31' W73°36.35' 013° 5.2 NM to fld.

ILS 110.7 I-GFL Rwy 01. Class IT. LOM GANSE NDB.

GORHAM

MIDLAKES (92G) 3 W UTC-5(-4DT) N42°48.75' W77°12.23'

NEW YORK

1080 S2 NOTAM FILE BUF

RWY 14-32: 1820X55 (TURF)

RWY 14: Bush. **RWY 32:** Road.

AIRPORT REMARKS: Attended irregularly. Rwy 14-32 soft and wet during Mar-Jun. Rwy 32 +80' trees 735' from thld +80' left and right of centerline. Rwy 14 has 60' grass safety area.

COMMUNICATIONS: CTAF/UNICOM 122.8.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

GOWANDA (D59) 3 N UTC-5(-4DT) N42°30.24' W78°57.04'

DETROIT

830 FUEL 80, 100 NOTAM FILE BUF

RWY 09-27: 3430X100 (TURF) LIRL (NSTD)

RWY 09: REIL. Trees. Rgt t/c. **RWY 27:** Thld dspld 1132'. Cranes. Rgt t/c.

AIRPORT REMARKS: Unattended. Rwy 09-27 soft and wet Mar-Jun. Truck traffic near Rwy 27. Rwy 09-27 dirt road crosses rwy at approximately mid point of rwy. Rwy 27, 77' high conveyor belt/crane and dirt pile, 170' from AER, 91' left. Rwy 09-27 NSTD LIRL; dspld portion of rwy has blue lghts. Rwy 09-27 dspld thld several lghts knocked down by farm equipment, bulbs missing. No lights on first 200 ft of Rwy 27. Bulbs missing from REILS. For rwy lights key 121.65.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

GRANVILLE (B01) 1 N UTC-5(-4DT) N43°25.37' W73°16.09'

NEW YORK

420 S3 NOTAM FILE BTW

RWY 16-34: H2500X36 (ASPH) S-8 LIRL

RWY 16: Tree. **RWY 34:** Trees.

AIRPORT REMARKS: Attended daylight hours. For rwy lights phone 518-642-1380. Rwy 34 south 1800' wavy, rippled, vegetation through cracks, loose rocks on rwy. Sections of Rwy 16-34 width varies 36-46'. Rwy 16-34 LIRL OTS indef.

COMMUNICATIONS: CTAF 122.9

| | | | |
|----------------------------------|------------------------|-----------------------------|---|
| LOC I-GFL <u>110.7</u> | APP CRS 012° | Rwy Idg TDZE Apt Elev | 5000 324 328 |
|----------------------------------|------------------------|-----------------------------|---|

ILS or LOC RWY 1

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

- T** For inoperative MALSRS, increase S-ILS all Cats visibility to 1¼ mile and S-LOC Cats A/B visibility to 1 mile. ADF Required. Visibility reduction by helicopters NA. When local altimeter setting not received use Albany altimeter setting and increase all DA 90 feet and all MDA 100 feet; increase S-ILS all Cats, S-LOC and Circling Cats C/D visibility ¼ mile.
- A** For inoperative MALSRS when using Albany altimeter setting, increase S-ILS all Cats visibility to 1½ mile and S-LOC Cats A/B visibility to 1 mile.

MALSR



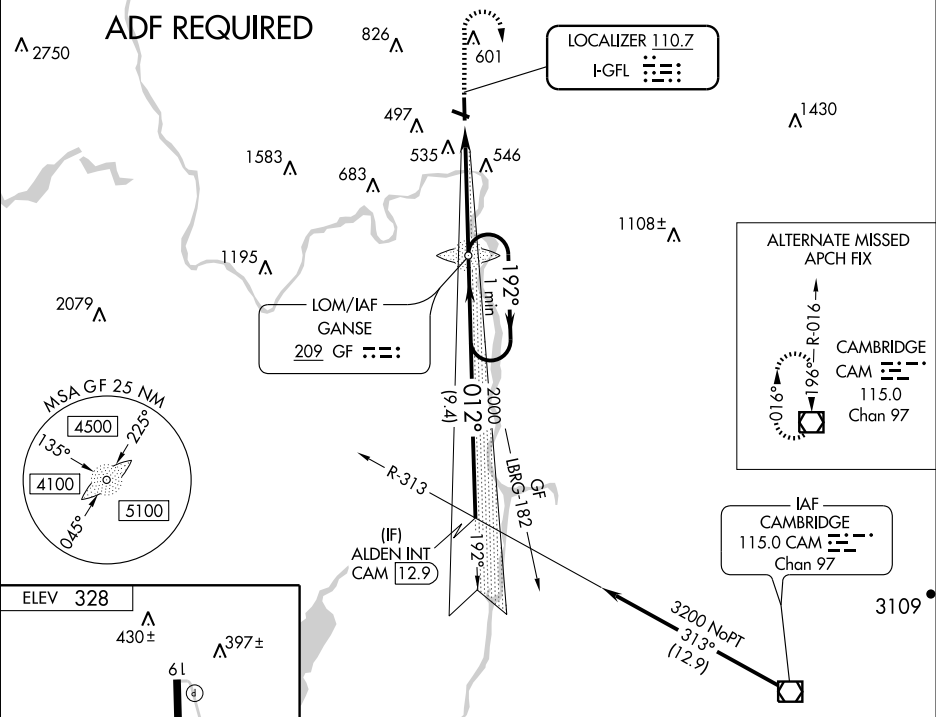
MISSED APPROACH:
Climb to 1000 then
climbing right turn to
2000 direct GANSE
LOM and hold.

ASOS
119,925

ALBANY APP CON
132,825 307.2

UNICOM
123.0 (CTAF) **L**

ADF REQUIRED



NE-2. 23 SEP 2010 to 21 OCT 2010

| FAF to MAP 4.8 NM | | | | | |
|-------------------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

GLENS FALLS, NEW YORK

Amdt 4 29JUL10

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

43°20'N - 73°37'W

ILS or LOC RWY 1

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 87118 W01A | APP CRS 012° | Rwy Idg TDZE Apt Elev | 5000 324 328 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 1

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

▼ Inoperative table does not apply to LNAV/VNAV all Cats. For inoperative MALSR, increase LPV all Cats visibility to 1½ mile and LNAV Cats A/B visibility to 1 mile. Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Albany altimeter setting and increase all DA 90 feet and all MDA 100 feet; increase LPV all Cats, LNAV Cat C/D and Circling Cats B/C/D visibility ¼ mile. VDP NA with Albany altimeter setting. For inoperative MALSR when using Albany altimeter setting, increase LPV all Cats visibility to 1½ mile and LNAV Cat A visibility to 1 mile.

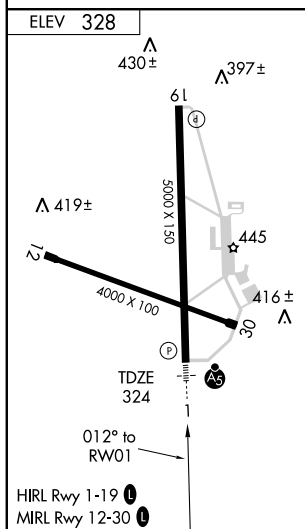
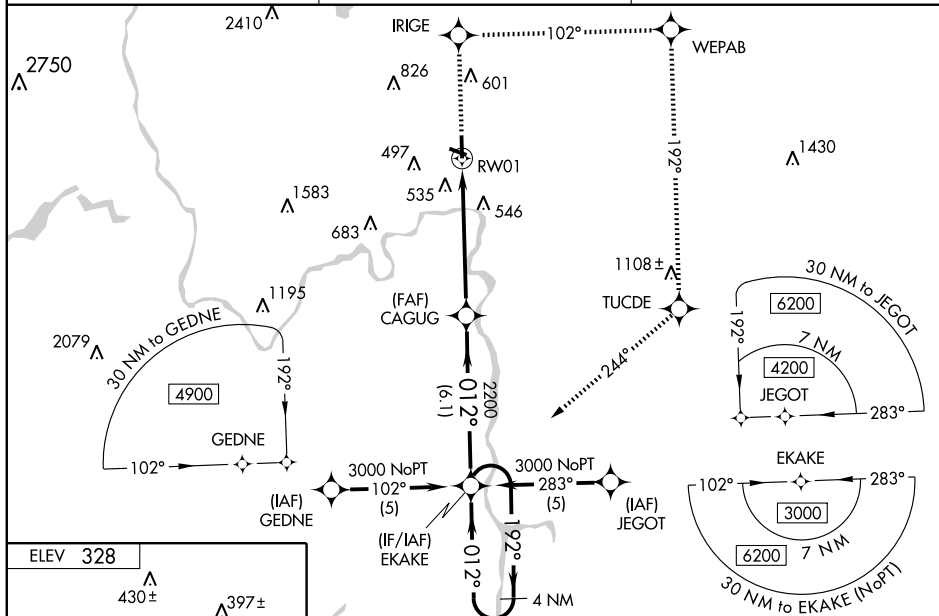
MALSR



MISSED APPROACH:
Climb to 4000 direct IRIGE and right turn on track 102° to WEPAB and on track 192° to TUCDE and on track 244° to EKAKE and hold.

 ASOS
119.925

 ALBANY APP CON
132.825 307.2

 UNICOM
123.0 (CTAF) 0


| | | | | | |
|---|--------|-------------|-------------------------|-------------------------|----------------------|
| 4000 | IRIGE | WEPAB | TUCDE | EKAKE | EKAKE |
| ↑ | ↗ 102° | ↘ 192° | ↘ 192° | ↘ 244° | 4 NM Holding Pattern |
| *LNAV only. | | | | | |
| RW01 → 2 NM → 3.7 NM → 6.1 NM → EKAKE *2 NM to RW01 CAGUG 2200 192° → 3000 012° ← 3000 GS 3.00° TCH 53 | | | | | |
| CATEGORY | A | B | C | D | |
| LPV DA | | 689-¾ | 365 (400-¾) | | |
| LNAV/VNAV DA | | 1258-4 | 934 (1000-4) | | |
| LNAV MDA | 1000-¾ | 676 (700-¾) | 1000-1½ 676 (700-1½) | 1000-1¾ 676 (700-1¾) | |
| CIRCLING | 1000-1 | 672 (700-1) | 1000-2 672 (700-2) | 1000-2¼ 672 (700-2¼) | |

GLENS FALLS, NEW YORK

Amdt 1 29JUL10

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

43°20'N - 73°37'W

RNAV (GPS) RWY 1

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

APP CRS **124°**
Rwy Idg **4000**
TDZE **328**
Apt Elev **328**

RNAV (GPS) RWY 12

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)



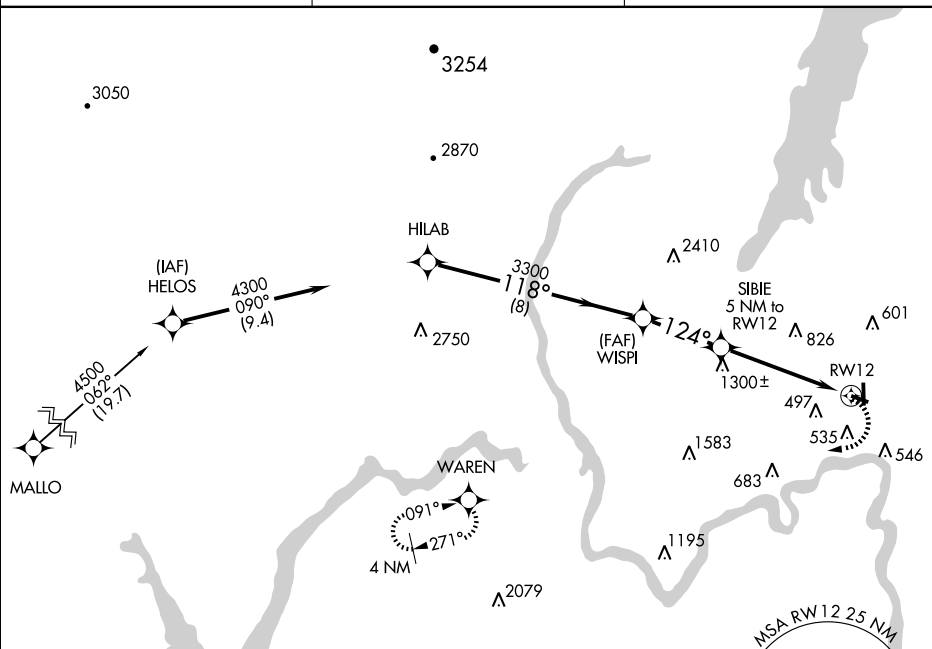
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn
to 4000 direct to WARREN WP and hold.

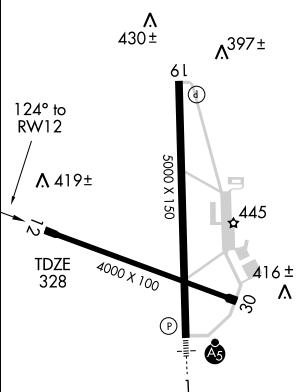
ASOS
119.925

ALBANY APP CON
132.825 307.2

UNICOM
123.0 (CTAF) 0



ELEV **328**



HIRL Rwy 1-19 **0**
MIRL Rwy 12-30 **0**

| | HILAB | WISPI | SIBIE | RWY 12 |
|----------|---------------------------|---------------------------|--------|---------------|
| | 4300 | 3300 | 2200 | |
| | Procedure Turn NA | 3.47° | TCH 45 | |
| | 8 NM | 3 NM | 5 NM | |
| CATEGORY | A | B | C | D |
| LNAV MDA | 1560-1¼ 1232 (1300-1¼) | 1560-1½ 1232 (1300-1½) | 1560-3 | 1232 (1300-3) |
| CIRCLING | 1560-1¼ 1232 (1300-1¼) | 1560-1½ 1232 (1300-1½) | 1560-3 | 1232 (1300-3) |

APP CRS **177°**
Rwy Idg **5000**
TDZE **327**
Apt Elev **328**

RNAV (GPS) RWY 19

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)



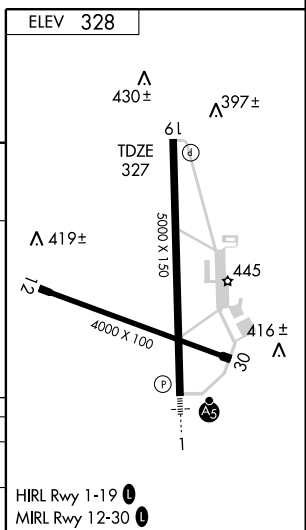
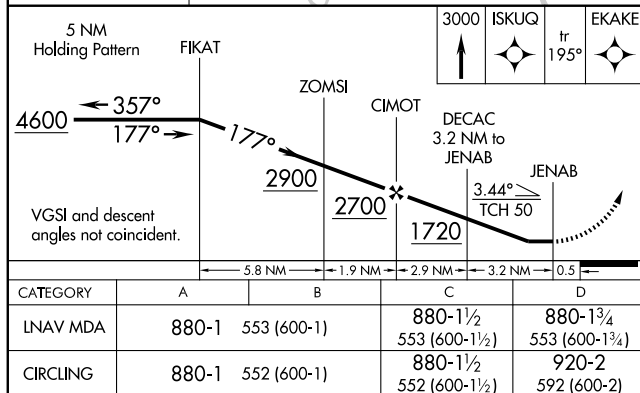
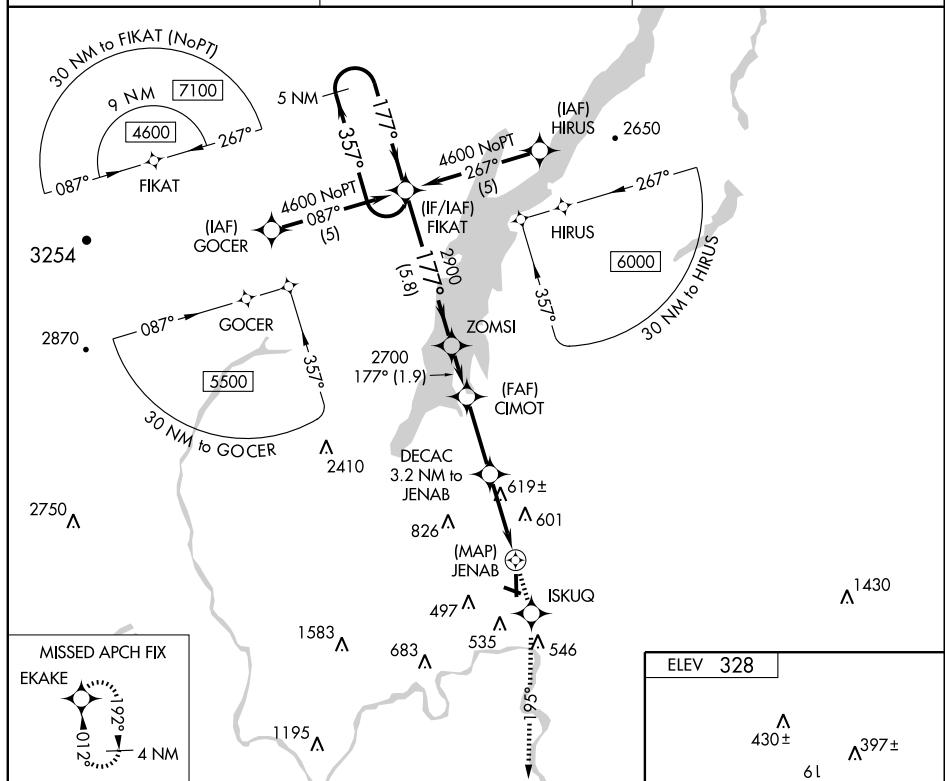
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct ISKUQ and on track 195° to EKAKE and hold.

ASOS
119.925

ALBANY APP CON
132.825 307.2

UNICOM
123.0 (CTAF) ①



GLENS FALLS, NEW YORK

Amdt 1 29JUL10

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

43°20'N - 73°37'W

RNAV (GPS) RWY 19

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

APP CRS **305°**
Rwy Idg **4000**
TDZE **325**
Apt Elev **328**

RNAV (GPS) RWY 30

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)



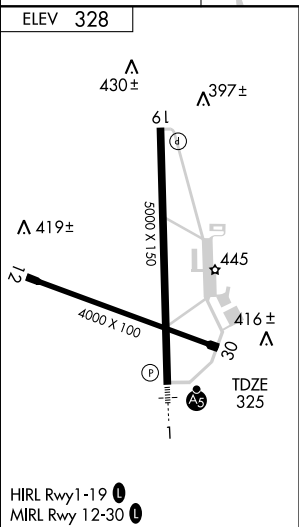
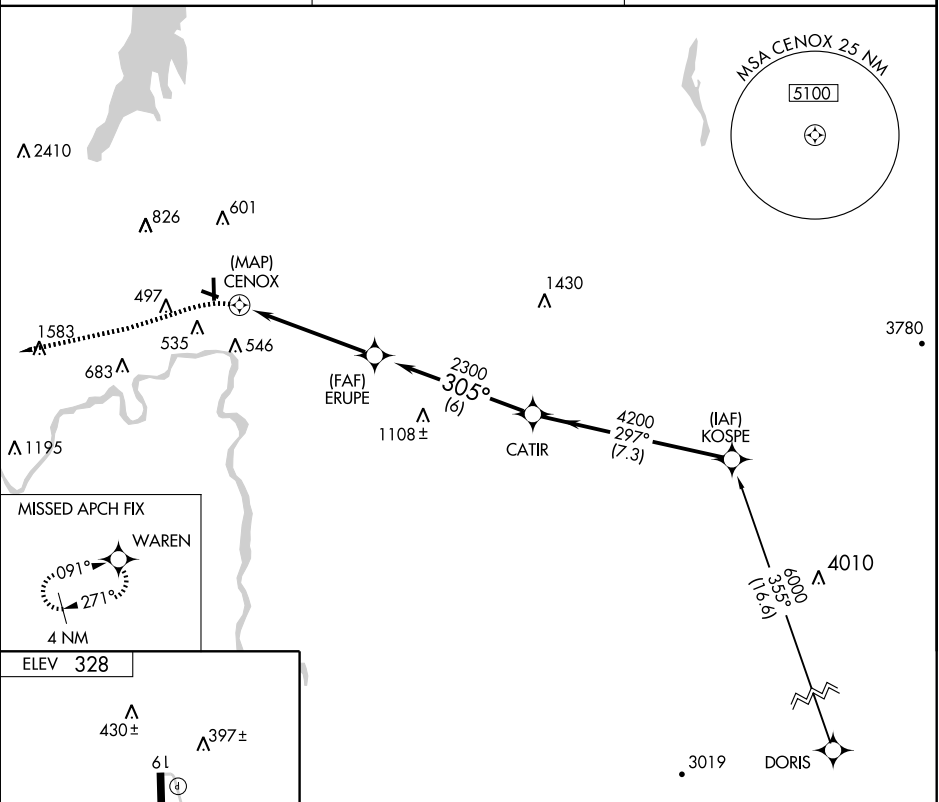
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 4000 direct WARREN WP and hold.

ASOS
119.925

ALBANY APP CON
132.825 307.2

UNICOM
123.0 (CTAF) 0



| | | | | |
|-------------------|--------|-------------|-----------------------|-------------------------|
| WARREN | | | | |
| CENOX | | | | |
| ERUPE | | | | |
| CATIR | | | | |
| Procedure Turn NA | | | | |
| CATEGORY | A | B | C | D |
| LNAV MDA | 1020-1 | 695 (700-1) | 1020-2 695 (700-2) | 1020-2½ 695 (700-2½) |
| CIRCLING | 1020-1 | 692 (700-1) | 1020-2 692 (700-2) | 1020-2½ 692 (700-2½) |

HAMILTON MUNI (VGC) 1 NE UTC-5(-4DT) N42°50.61' W75°33.67'

NEW YORK

1137 FUEL 100LL TPA-2103(966) NOTAM FILE BUF

H-101, 11C, 12J, L-32F

RWY 17-35: H5314X75 (ASPH-GRVD) S-20 D-60 MIRL

IAP

RWY 17: REIL: PAPI(P2L)-GA 3.0° TCH 30. Thld dspcd 300'.
Trees.

RWY 35: REIL: PAPI(P2L)-GA 4.0° TCH 40'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA-5314 TODA-5314 ASDA-5314 LDA-5014

RWY 35: TORA-5314 TODA-5314 ASDA-5014 LDA-5014

AIRPORT REMARKS: Attended 1400-2200Z+. After hrs fuel avbl by appointment for a fee ctc arpt mgr. Maintenance shop airframe/powerplant and inspection authorization avbl Mon-Fri 1400-2200Z+. Deer on and invof Rwy 17-35. Migratory birds on and invof arpt spring and fall. Ultraalghts on and invof arpt. Windmills north of Rwy 35. Taxi svc and car rental avbl. Noise abatement procedures in effect; all acft dep maintain rwy heading until 2100 ft MSL before making turn out. **ACTIVATE MIRL** Rwy 17-35, and REIL Rwy 17 and Rwy 35-122.7.

WEATHER DATA SOURCES: AWOS-3 119.425 (315) 824-1825.

COMMUNICATIONS: CTAF/UNICOM 123.0

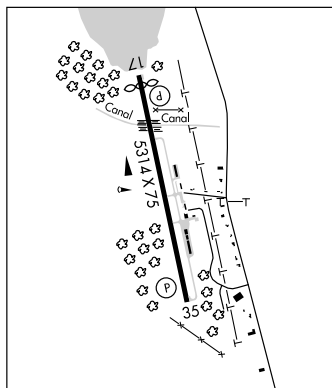
GEORGETOWN RCO 122.1R 117.8T (BUFFALO RADIO)

® SYRACUSE APP/DEP CON 126.125

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

GEORGETOWN (L) VORTAC 117.8 GGT Chan 125 N42°47.34' W75°49.61' 085° 12.2 NM to fld. 2040/11W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.



HAMPTON N40°55.14' W72°19.00' NOTAM FILE ISP.

NEW YORK

(H) VORTAC 113.6 HTO Chan 83 063° 3.8 NM to East Hampton. 22/13W. HIWAS.

COPTER

DME portion unusable

280°-325° byd 35 NM blo 1700'

325°-355° byd 30 NM blo 2000'

VOR portion unusable 221°-231° blo 6000'

RCO 122.6 122.1R 113.6T (NEW YORK RADIO)

HANCOCK N42°03.78' W75°18.98' NOTAM FILE BUF.

NEW YORK

(H) VOR/DME 116.8 HNK Chan 115 354° 15 NM to Sidney Muni. 2070/11W. HIWAS. H-101, 11C, 12J, L-30K, 33A

RCO 122.1R 116.8T (BUFFALO RADIO)

HAVERSTRAW HELIPORT (H43) 1 E UTC-5(-4DT) N41°12.66' W73°58.16'

NEW YORK

12 FUEL JET A NOTAM FILE ISP

HELIPAD H1: H50X50 (ASPH)

H1: Bldg.

HELIPORT REMARKS: Attended 1200-0000Z+. For svc after hrs call 914-429-1200. Helipad H1 350 ft towers 800 ft

N of helipad. Helicopters descend to point on turf area west of pavement and taxi to paved location. Noise abatement; avoid residential area W of heliport. Helipad H1 floodlights. For floodlights call 914-429-1200.

COMMUNICATIONS: CTAF/UNICOM 123.05

HAWKY N42°49.04' W73°48.51' NOTAM FILE ALB.

NDB (LOM) 219 AL 089° 4.2 NM to Albany Intl. Unusable 160°-210° byd 10 NM.

HEBER AIRPARK (See GANSEVOORT)

HESTR N41°08.72' W73°45.99' NOTAM FILE HPN.

NDB (LOM) 281 HP 162° 5.4 NM to Westchester Co. Unusable beyond 11 NM. Unmonitored when tower clsd.

HOLCOMB

CREEKSIDE (D67) 2 NE UTC-5(-4DT) N42°54.97' W77°22.95'

DETROIT

820 NOTAM FILE BUF

RWY 11-29: 2450X100 (ASPH-TRTD)

RWY 11: Brush. RWY 29: Brush.

AIRPORT REMARKS: Attended irregularly. P-lines on W side of arpt entrance road.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

HOLLANDS INTL FLD (See NEWFANE)

APP CRS **155°**
Rwy ldg **5014**
TDZE **1137**
Apt Elev **1137**

RNAV (GPS) Y RWY 17

HAMILTON MUNI (VGC)

⚠ When VGSI inoperative, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all MDA 180 feet.

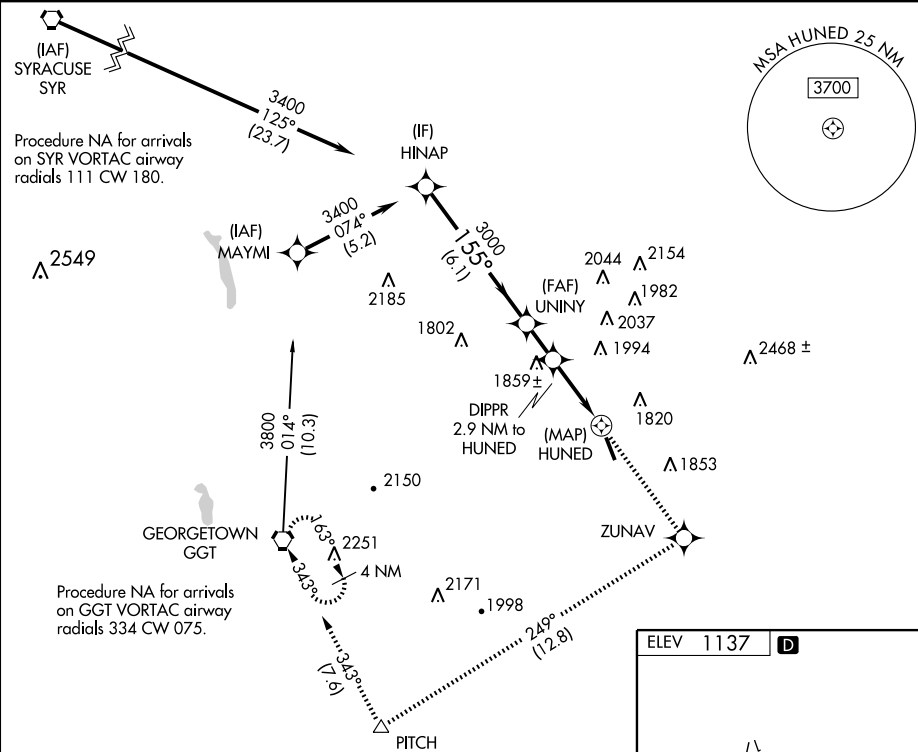
MISSED APPROACH: Climb to 4000 direct ZUNAV and right turn on track 249° to PITCH and right turn on track 343° to GGT VORTAC and hold.

AWOS-3
119.425

SYRACUSE APP CON
126.125 269.125

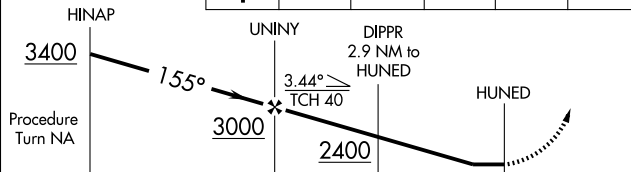
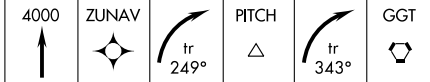
UNICOM
123.0 (CTAF)

122.7



ELEV **1137**

VGSI and descent angles not coincident.

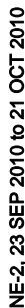


| CATEGORY | A | B | C | D |
|-----------|--------------------------|--------------------------|------------------------|----|
| LNNAV MDA | 2120-1¼ 983 (1000-1¼) | 2120-1½ 983 (1000-1½) | 2120-3 983 (1000-3) | NA |
| CIRCLING | 2120-1¼ 983 (1000-1¼) | 2120-1½ 983 (1000-1½) | 2120-3 983 (1000-3) | NA |

MIRL Rwy 17-35
REIL Rws 17 and 35

RNAV (GPS) Z RWY 17
HAMILTON MUNI (VGC)

MISSED APPROACH: Climb to 4000 direct ACAFO and on track 258° to PITCH and on track 343° to GGT VORTAC and hold.

NE-2, 23 SEP 2010 to 21 OCT 2010

HAMILTON MUNI (VGC)
RNAV (GPS) Z RWY 17

| | | | |
|---|------------------------|-----------------------------|---|
| VORTAC GGT 117.8 Chan 125 | APP CRS 085° | Rwy Idg TDZE Apt Elev | N/A N/A 1134 |
|---|------------------------|-----------------------------|---|

VOR or GPS-A

HAMILTON MUNI (VGC)

▼ Use Syracuse Hancock Intl altimeter setting.
▲ NA

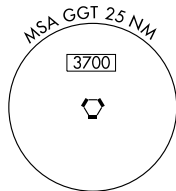
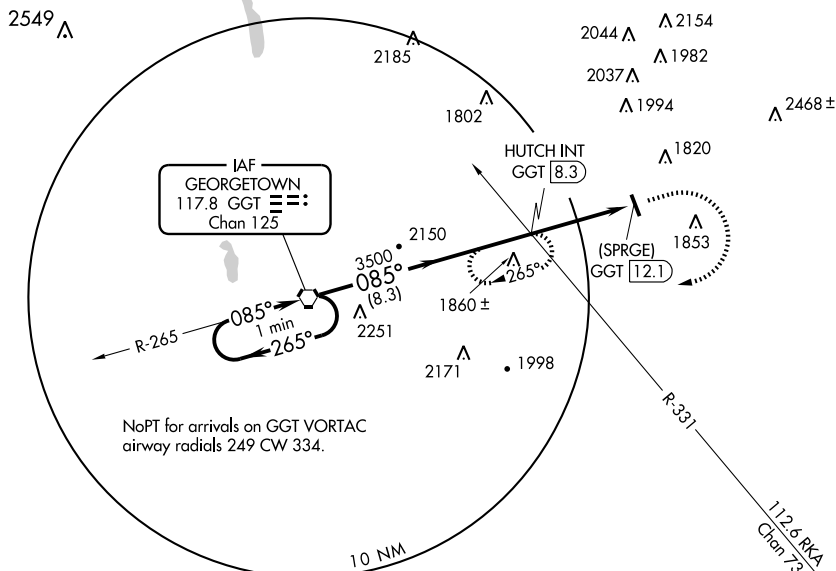
MISSED APPROACH: Climb to 2600 then climbing right turn to 3500 via GGT R-085 to HUTCH INT and hold.

AWOS-3
119.425

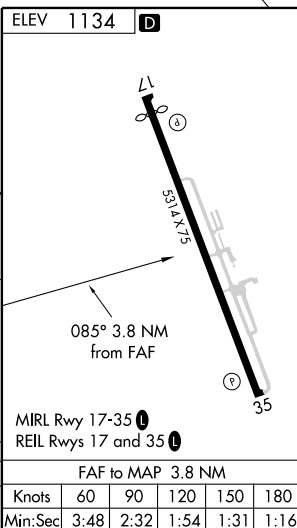
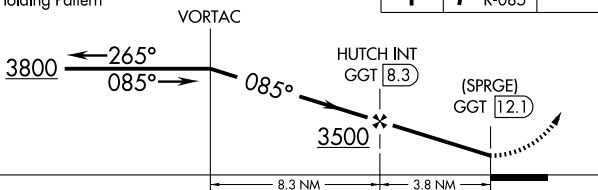
SYRACUSE APP CON
126.125 269.125

UNICOM
123.0 (CTAF)

122.7 **0**



One Minute
Holding Pattern



HOPEWELL AIRPARK (See CANANDIGUA)

HORNELL MUNI (4G6) 3 N UTC-5(-4DT) N42°22.93' W77°40.93'

DETROIT

1220 B S4 FUEL 100LL, JET A TPA-2220(1000) NOTAM FILE BUF

H-10H, 11C, 12J, L-30I, 31E, 32F

RWY 18-36: H5000X75 (ASPH-GRVD) MIRL 0.5% up N

IAP

RWY 18: REIL. Thld dsplcd 500'. Hill.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended 1300Z±-dusk. ACTIVATE MIRL Rwy 18-36 and REIL Rwy 18-36—CTAF. REIL Rwy 18-36 OTS indef.

WEATHER DATA SOURCES: AWOS-3 118.475 (607) 324-9138.

COMMUNICATIONS: CTAF/UNICOM 122.7

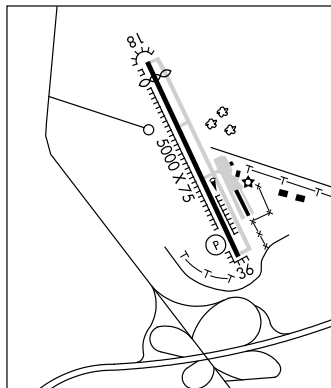
CLEVELAND CENTER APP/DEP CON 124.325

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

WELLSVILLE (L) VORTAC 111.4 ELZ Chan 51 N42°05.38'

W77°59.97' 048° 22.5 NM to fld. 2296/09W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services
1-888-766-8267.



HUDSON

COLUMBIA CO (1B1) 4 NE UTC-5(-4DT) N42°17.48' W73°42.62'

NEW YORK

198 B S3 FUEL 100, JET A1 + OX 3 LRA NOTAM FILE BTV

H-10I, 11C, 12K, L-33B, 34I

RWY 03-21: H5350X100 (ASPH-GRVD) S-13, D-72 MIRL

IAP

RWY 03: REIL. PAPI(P4L)—GA 4.0° TCH 44'. Tree.

RWY 21: Trees.

AIRPORT REMARKS: Attended 1200-0200Z±. ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03—CTAF.

WEATHER DATA SOURCES: AWOS-3 133.525 (518) 828-2577.

COMMUNICATIONS: CTAF/UNICOM 123.05

® ALBANY APP/DEP CON 132.825

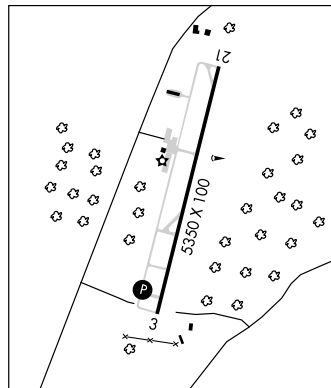
RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.

ALBANY (L) VORTAC 115.3 ALB Chan 100 N42°44.84'

W73°48.19' 184° 27.7 NM to fld. 275/13W.

PHILMONT NDB (MHW) 272 PFH N42°15.19' W73°43.40'

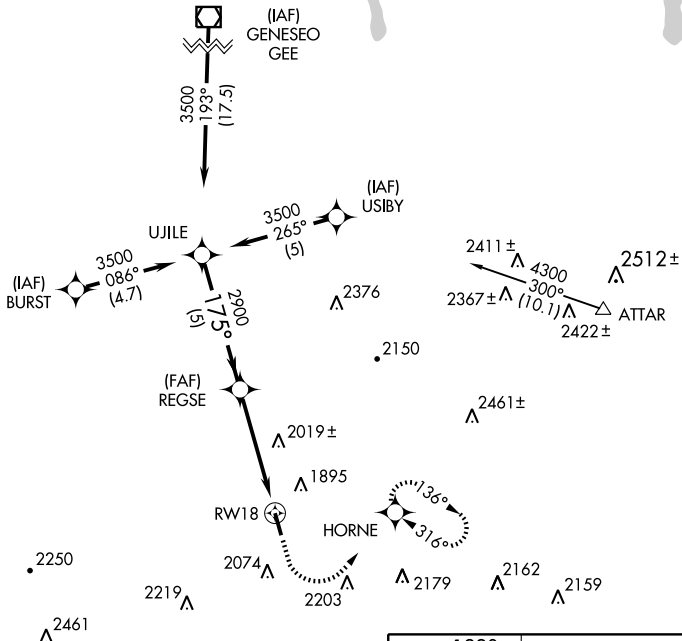
027° 2.4 NM to fld. NOTAM FILE BTV.



APP CRS
175°Rwy Idg **4500**
TDZE **1213**
Apt Elev **1220****GPS RWY 18**
HORNELL MUNI (4G6)Visibility reduction by helicopters NA.
When local altimeter setting not received,
use Elimira/Corning Rgnl altimeter setting.MISSED APPROACH: Climb to 2500, then left
climbing turn to 4000 direct HORNE WP and hold.AWOS-3
118.475CLEVELAND CENTER
124.325 353.850UNICOM
122.7 (CTAF) 0

MSA RW18 25 NM

3800



ELEV 1220

175° to
RWY 18

TDZE

1213

5000 x 75

36

MIRL Rwy 18-36 0
REIL Rwy 18 and 36 0

UJILE

3500

Procedure
Turn NA

REGSE

2900

3.31°
TCH 40

RWY 18

5 NM

4.7 NM

| CATEGORY | A | B | C | D |
|---|---------------------------|---------------------------|-------------------------|----|
| S-18 | 2280-1¼ 1067 (1100-1¼) | 2280-1½ 1067 (1100-1½) | 2280-3 1067 (1100-3) | NA |
| CIRCLING | 2320-1¼ 1100 (1100-1¼) | 2320-1½ 1100 (1100-1½) | 2440-3 1220 (1300-3) | NA |
| ELIMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS | | | | |
| S-18 | 2560-1¼ 1347 (1400-1¼) | 2560-1½ 1347 (1400-1½) | 2560-3 1347 (1400-3) | NA |
| CIRCLING | 2620-1¼ 1400 (1400-1¼) | 2620-1½ 1400 (1400-1½) | 2720-3 1500 (1500-3) | NA |

APP CRS
355°

| | |
|----------|-------------|
| Rwy Idg | 5000 |
| TDZE | 1195 |
| Apt Elev | 1220 |

GPS RWY 36
HORNE LL MUNI (4G6)

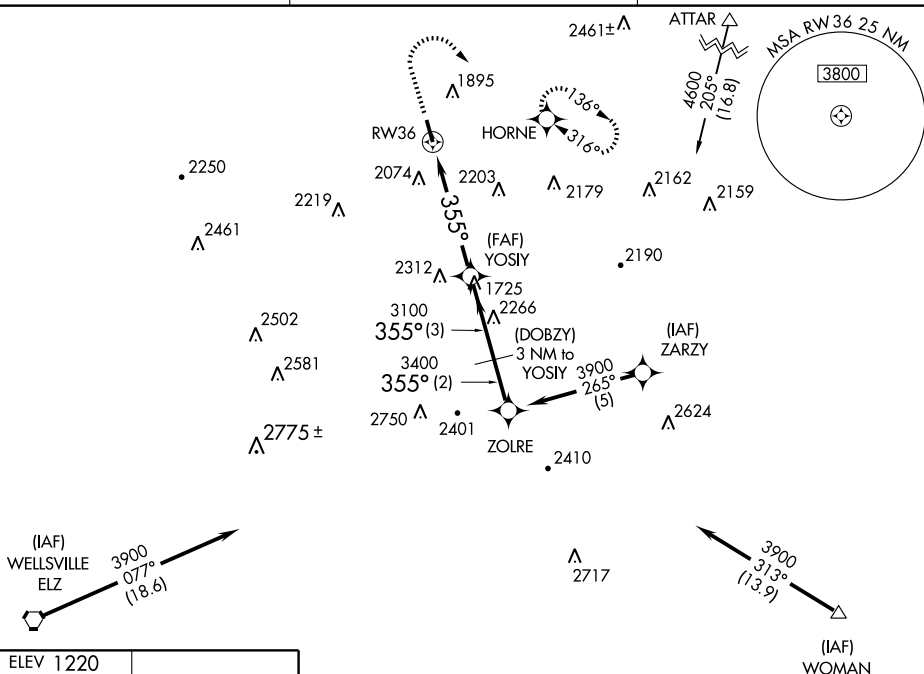


When local altimeter setting not received,
use Elimira/Corning Rgnl altimeter setting.
Visibility reduction by helicopters NA.

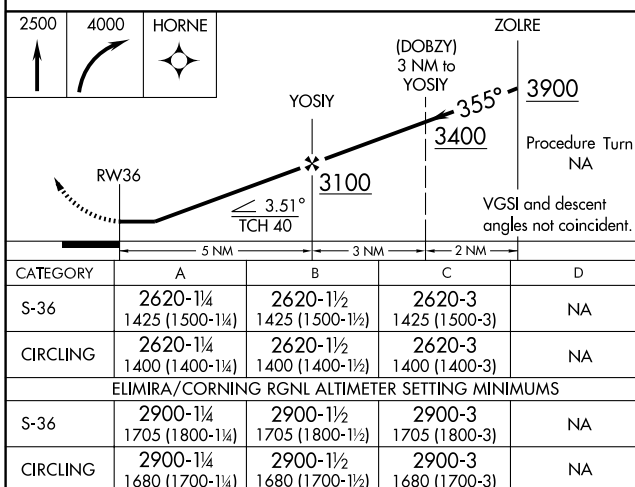
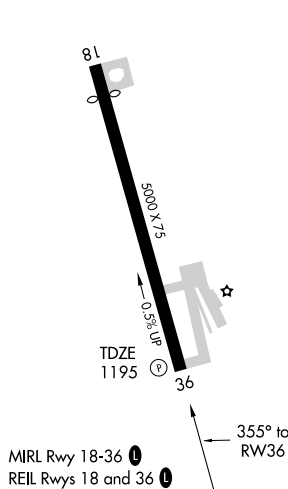
MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct HORNE WP and hold.

AWOS-3
118.475

CLEVELAND CENTER
124.325 353.850

UNICOM
122.7 (CTAF) **L**

ELEV 1220



HORNELL, NEW YORK

Orig-B 26AUG10

HORNELL MUNI (4G6)

GPS RWY 36

42°23'N - 77°41'W

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

| | | | |
|--|------------------------|---|--------------------------|
| VORTAC ELZ 111.4 Chan 51 | APP CRS 048° | Rwy Idg TDZE Apt Elev 1220 | N/A N/A |
|--|------------------------|---|--------------------------|

VOR/DME-A
HORNELL MUNI (4G6)



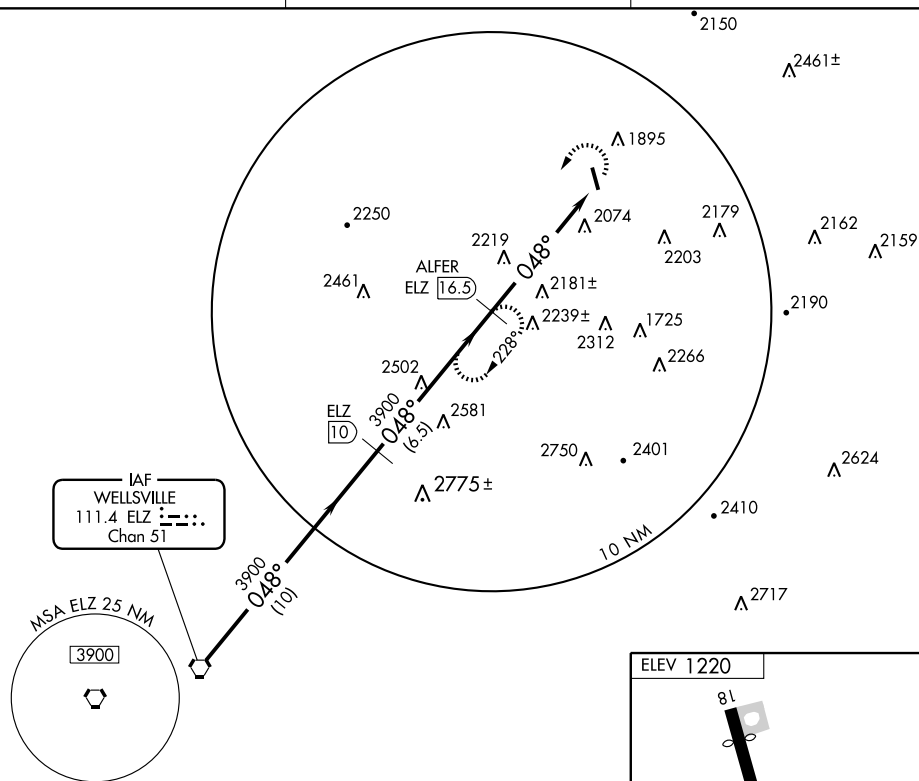
When local altimeter setting not received,
use Elimira/Corning Rgnl altimeter setting.

MISSED APPROACH: Climbing left turn to 3900
via ELZ R-048 to ALFER 16.5 DME and hold.

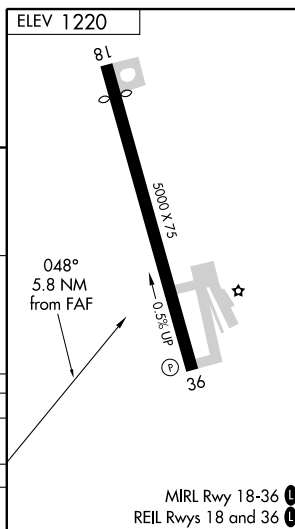
AWOS-3
118.475

CLEVELAND CENTER
124.325 353.850

UNICOM
122.7 (CTAF) 0



| | VORTAC | ELZ 10 | ALFER ELZ 16.5 | 3900 ELZ R-048 111.4 | ALFER ELZ 16.5 |
|---|---------------------------|---------------------------|-------------------------|----------------------|----------------|
| | 3900 | 048° | 3900 | 048° | ELZ 22.3 |
| | Procedure Turn NA | | | | |
| | 10 NM | 6.5 NM | 5.8 NM | | |
| CATEGORY | A | B | C | D | |
| CIRCLING | 2480-1¼ 1260 (1300-1¼) | 2480-1½ 1260 (1300-1½) | 2480-3 1260 (1300-3) | NA | |
| ELIMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS | | | | | |
| CIRCLING | 2760-1¼ 1540 (1600-1¼) | 2760-1½ 1540 (1600-1½) | 2760-3 1540 (1600-3) | NA | |



HOPEWELL AIRPARK (See CANANDIGUA)

HORNELL MUNI (4G6) 3 N UTC-5(-4DT) N42°22.93' W77°40.93'

DETROIT

1220 B S4 FUEL 100LL, JET A TPA-2220(1000) NOTAM FILE BUF

H-10H, 11C, 12J, L-30I, 31E, 32F

RWY 18-36: H5000X75 (ASPH-GRVD) MIRL 0.5% up N

IAP

RWY 18: REIL. Thld dsplcd 500'. Hill.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended 1300Z±-dusk. ACTIVATE MIRL Rwy 18-36 and REIL Rwy 18-36—CTAF. REIL Rwy 18-36 OTS indef.

WEATHER DATA SOURCES: AWOS-3 118.475 (607) 324-9138.

COMMUNICATIONS: CTAF/UNICOM 122.7

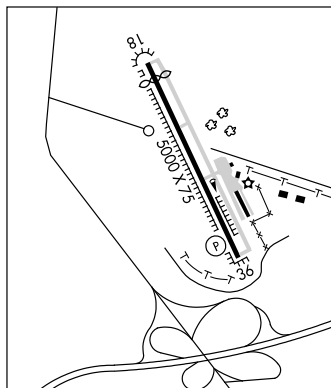
CLEVELAND CENTER APP/DEP CON 124.325

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

WELLSVILLE (L) VORTAC 111.4 ELZ Chan 51 N42°05.38'

W77°59.97' 048° 22.5 NM to fld. 2296/09W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services
1-888-766-8267.



HUDSON

COLUMBIA CO (1B1) 4 NE UTC-5(-4DT) N42°17.48' W73°42.62'

NEW YORK

198 B S3 FUEL 100, JET A1 + OX 3 LRA NOTAM FILE BTV

H-10I, 11C, 12K, L-33B, 34I

RWY 03-21: H5350X100 (ASPH-GRVD) S-13, D-72 MIRL

IAP

RWY 03: REIL. PAPI(P4L)—GA 4.0° TCH 44'. Tree.

RWY 21: Trees.

AIRPORT REMARKS: Attended 1200-0200Z±. ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03—CTAF.

WEATHER DATA SOURCES: AWOS-3 133.525 (518) 828-2577.

COMMUNICATIONS: CTAF/UNICOM 123.05

® ALBANY APP/DEP CON 132.825

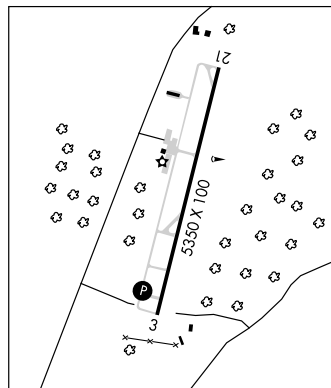
RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.

ALBANY (L) VORTAC 115.3 ALB Chan 100 N42°44.84'

W73°48.19' 184° 27.7 NM to fld. 275/13W.

PHILMONT NDB (MHW) 272 PFH N42°15.19' W73°43.40'

027° 2.4 NM to fld. NOTAM FILE BTV.



NDB-A

HUDSON/COLUMBIA COUNTY (1B1)

NDB PFH
272APP CRS
027°Rwy Idg
TDZE
Apt Elev
N/A
N/A
198

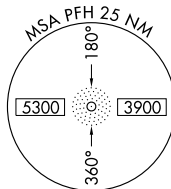
Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 80 feet, increase Cat C visibility ½ mile and Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct PFH NDB and hold.

AWOS-3
133.525ALBANY APP CON
132.825 307.2UNICOM
123.05 (CTAF) **0**

1056

691



ATHOS

3000
098° (4)

499±

IAF
PHILMONT
272 PFH 4100
279°
(10.1)

HIDAL

1703

GREAT BARRINGTON
395 GBR

1109

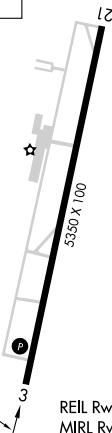
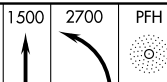
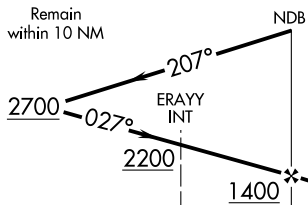
109°

2252

2675

2250

ELEV 198

027° 1.9 NM
from FAFREIL Rwy 3
MIRL Rwy 3-21 **0**Remain
within 10 NM5.80°
TCH 20

3 NM 1.9 NM

| FAF to MAP 1.9 NM | | | | | |
|-------------------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:54 | 1:16 | 0:57 | 0:46 | 0:38 |

| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|------------------------|
| CIRCLING | 800-1 602 (700-1) | 820-1 622 (700-1) | 860-1¾ 662 (700-1¾) | 920-2¼ 722 (800-2¼) |

HUDSON, NEW YORK

Amdt 4 17DEC09

HUDSON/COLUMBIA COUNTY (1B1)

42°17'N - 73°43'W

NDB-A

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

| | | | |
|--------------------------|-----------------|-----------------------------|--------------------|
| WAAS CH 77715 W03A | APP CRS 025° | Rwy Idg TDZE Apt Elev | 5350 198 198 |
|--------------------------|-----------------|-----------------------------|--------------------|

RNAV (GPS) RWY 3

HUDSON/ COLUMBIA COUNTY (1B1)

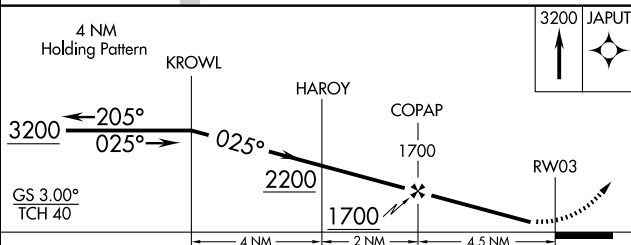
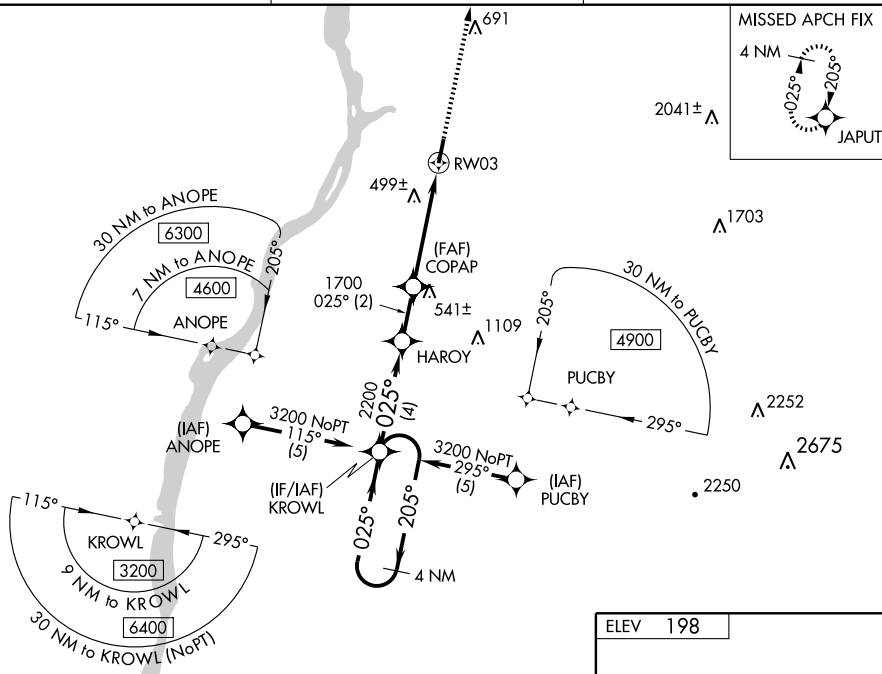
▼ Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
▲ NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting is not received, use Albany altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat D visibility ¼ mile, and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3200 direct JAPUT and hold, continue climb-in-hold to 3200.

AWOS-3
133.525

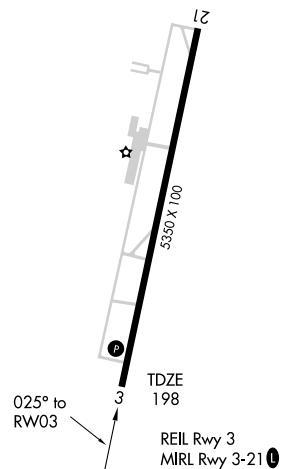
ALBANY APP CON
132.825 307.2

UNICOM
123.05 (CTAF) **0**



| CATEGORY | A | B | C | D |
|--------------|----------------------|----------------------|------------------------|------------------------|
| LPV DA | 500-1 | | 302 (400-1) | |
| LNAV/VNAV DA | 842-2¼ | | 644 (700-2¼) | |
| LNAV MDA | 760-1 | 562 (600-1) | 760-1½ 562 (600-1½) | 760-1¾ 562 (600-1¾) |
| CIRCLING | 760-1 562 (600-1) | 820-1 622 (700-1) | 860-1¾ 662 (700-1¾) | 920-2¼ 722 (800-2¼) |

ELEV 198



| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 40215 W21A | APP CRS 205° | Rwy Idg TDZE Apt Elev | 5350 194 198 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 21

HUDSON/ COLUMBIA COUNTY (1B1)

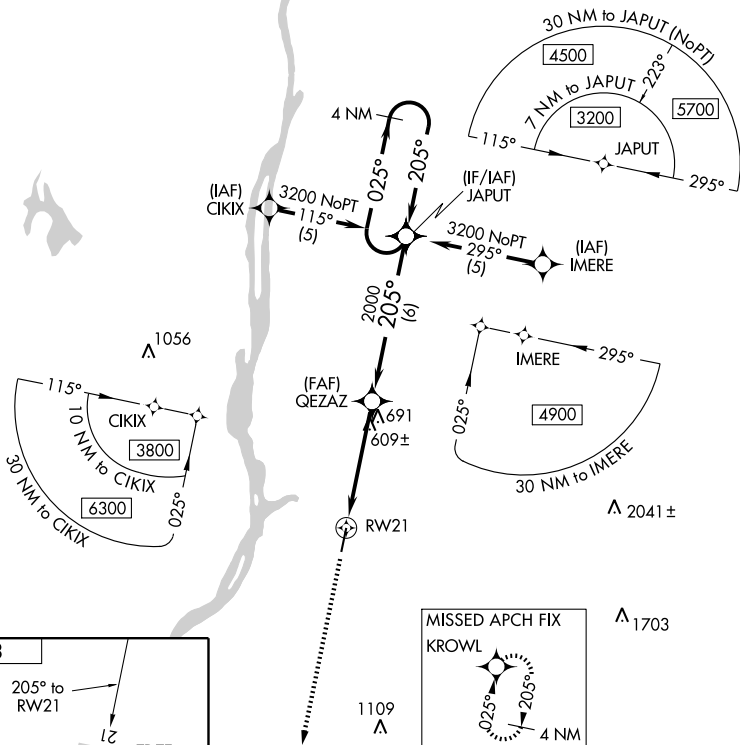
▽ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile, LNAV Cat B ¼ mile, Cats C and D ½ mile. Circling Cat B ¼ mile, Cat C ½ mile and Cat D ¼ mile.

MISSED APPROACH: Climb to 3200 direct KROWL and hold.

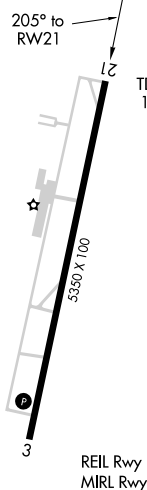
AWOS-3
133.525

ALBANY APP CON
132.825 307.2

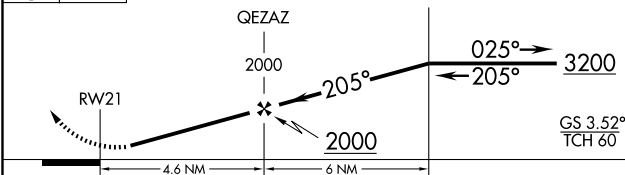
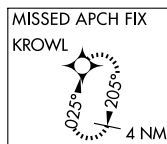
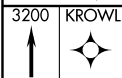
UNICOM
123.05 (CTAF) 1



ELEV 198

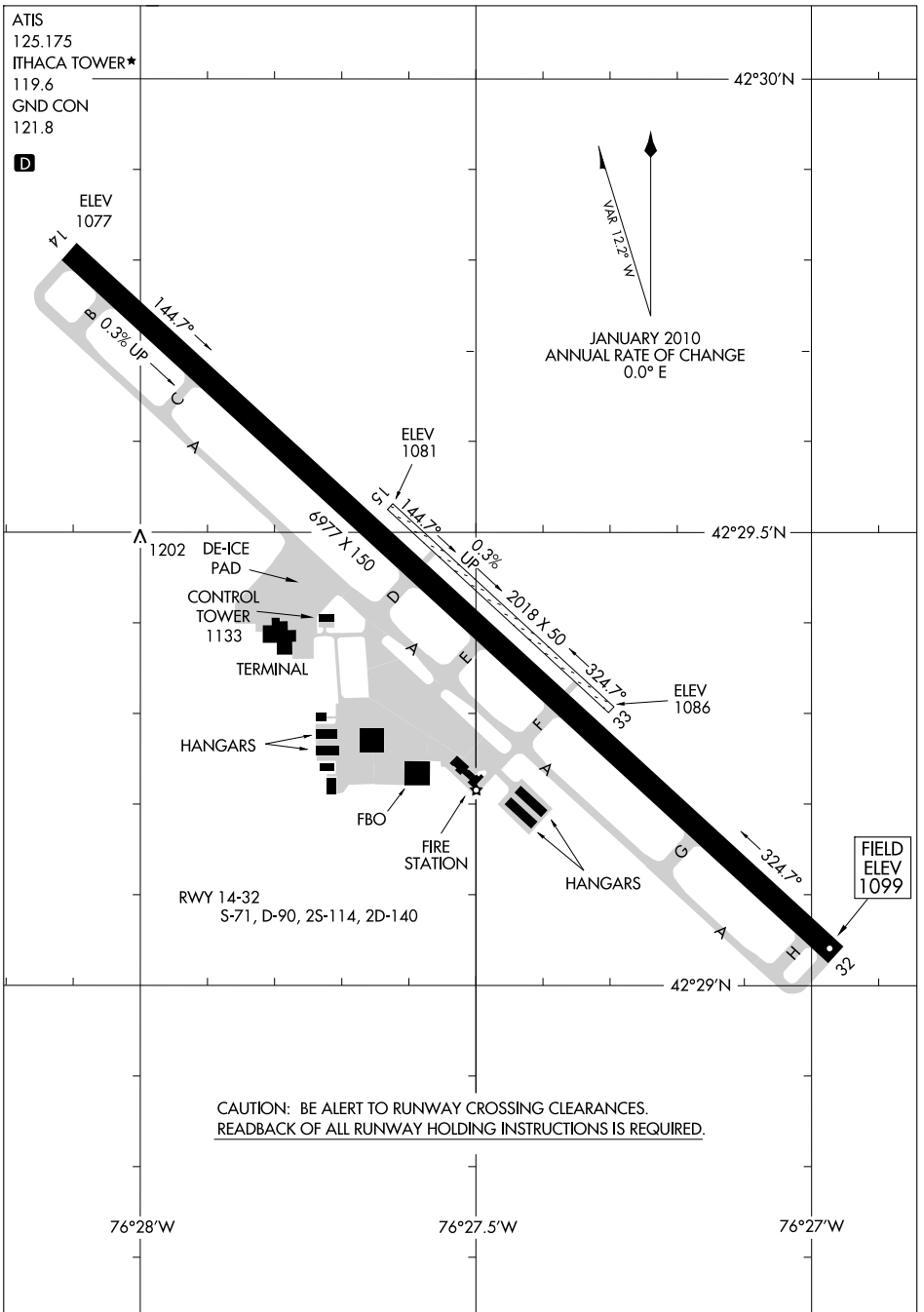


REIL Rwy 3
MIRL Rwy 3-21 1



| CATEGORY | A | B | C | D |
|----------|--------|--------------|------------------------|------------------------|
| LPV DA | 614-1¼ | 420 (500-1¼) | 860-1¾ 666 (700-1¾) | 860-2 666 (700-2) |
| LNAV MDA | 860-1 | 666 (700-1) | 860-1¾ 666 (700-1¾) | 860-2 666 (700-2) |
| CIRCLING | 860-1 | 662 (700-1) | 860-1¾ 662 (700-1¾) | 920-2¼ 722 (800-2¼) |

NE-2, 23 SEP 2010 to 21 OCT 2010



NE-2. 23 SEP 2010 to 21 OCT 2010

ITHACA TOMPKINS RGNL (ITH) 3 NE UTC-5(-4DT) N42°29.48' W76°27.52'

NEW YORK

1099 B S4 FUEL 100LL, JET A Class I, ARFF Index B NOTAM FILE ITH

H-10H, 11C, 12J, L-30J, 32F

RWY 14-32: H6977X150 (ASPH-GRVD) S-71, D-90, 2S-114, 2D-140 HIRL 0.3% up SE

IAP, AD

RWY 14: PAPI(P4L)—GA 3.0° TCH 50'.

RWY 32: MALSR. PAPI(P4L)—GA 3.2° TCH 53'. Trees.

RWY 15-33: 2018X50 (TURF) 0.3% up SE

RWY 15: Road.

RWY 33: Antenna.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-6976 TODA-6976 ASDA-6601 LDA-6601

RWY 32: TORA-6976 TODA-6796 ASDA-6601 LDA-6601

AIRPORT REMARKS: Attended 1000-0500Z±. FBO avbl 1100-0200Z±, for FBO svcs ctc 131.6. For FBO svcs after hrs call 607-279-0392 or 800-876-1551. Rwy 15-33 CLOSED ngts, winter months, and after heavy rain. Deer and flocks of birds on and in/ov arpt. PPR 24 hrs for unscheduled air carrier ops, call arpt manager 607-257-6666. ARFF avbl 1000-0500Z± and/or 15 min prior to or 15 min after scheduled air carrier ops. Rwy 15-33 thlds marked with white lime bar, edges marked with reflectors. When twr clsd ACTIVATE HIRL Rwy 14-32, twy lgts and MALSR Rwy 32—CTAF. PAPI Rwy 14 and Rwy 32 opr continuously. Ldg fee for transient acft.

WEATHER DATA SOURCES: ASOS 125.175 (607) 257-2390.**COMMUNICATIONS:** CTAF 119.6 ATIS 125.175 UNICOM 122.95

RCO 122.1R 111.8T (BUFFALO RADIO)

Ⓡ ELMIRA APP/DEP CON 124.3 (1100-0500Z±)

Ⓡ NEW YORK CENTER APP/DEP CON 133.35 (0500-1100Z±)

TOWER 119.6 (1130-0300Z±) GND CON 121.8

AIRSPACE: CLASS D svc 1130-0300Z± other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE ITH.

(L) VOR/DME 111.8 ITH Chan 55 N42°29.70' W76°27.60' at fld. 1102/10W.

VOR unusable:

060°-080° byd 28 NM blo 2500'

081°-150° byd 10 NM blo 3800'

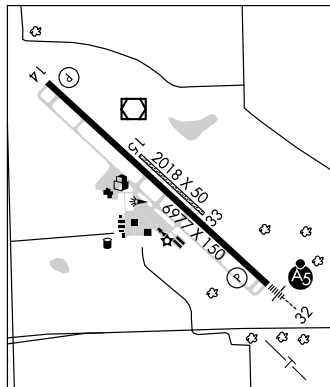
360°-059° byd 10 NM blo 3800'

DME unusable 360°-160° byd 20 NM blo 6500'

VRNAH NDB (LOM) 266 IT N42°25.80' W76°22.08' 324° 5.5 NM to fld. Unusable beyond 10 NM.

ILS 108.7 I-ITH Rwy 32. Class IB. LOM VRNAH NDB (ILS unmonitored when twr clsd.) LOM unusable beyond 10 NM. LOC unusable abv 1700' at thld and abv 3900' byd 4.9 NM.

COMM/NAV/WEATHER REMARKS: When Ithaca twr clsd, clnc del/cancellations avbl thru Elmira apch 124.3. During hrs Elm apch clsd, clnc del/cancellations avbl thru Flight Services on Ithaca VOR 122.1R 111.8T and 1-888-766-8267.

**JAMESTOWN** N42°11.32' W79°07.28' NOTAM FILE JHW.

DETROIT

(H) VOR/DME 114.7 JHW Chan 94 258° 6.1 NM to Chautauqua Co./Jamestown. 1790/07W.

H-10H, L-30H

RCO 122.1R 114.7T (BUFFALO RADIO)

| LOC | I-ITH | APP CRS | Rwy Idg | 6601 |
|--------------|-------|-------------|----------|-------------|
| 108.7 | | 325° | TDZE | 1099 |
| | | | Apt Elev | 1099 |

ILS or LOC RWY 32

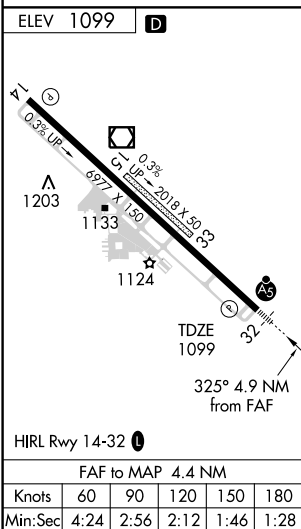
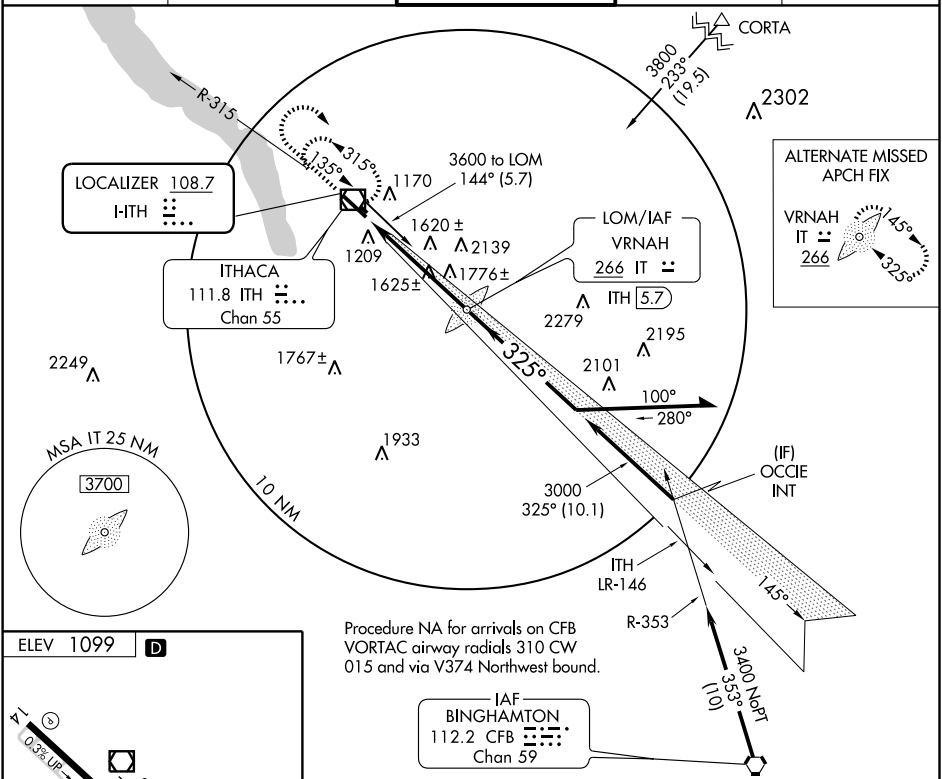
ITHACA TOMPKINS RGNL (ITH)

INOPERATIVE table does not apply to S-ILS 32. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all DA 84 feet and all MDA 100 feet and increase S-LOC Cat B visibility to RVR 5000 and increase S-LOC Cat C and Circling Cots B and C visibility ¼ mile.

MALSR
AS

MISSED APPROACH:
Climb to 2600 then climbing right turn to 3400 direct ITH VOR/DME and hold.

| ATIS | ELMIRA APP CON * | ITHACA TOWER * | GND CON | UNICOM |
|----------------|--------------------|-----------------------|--------------|---------------|
| 125.175 | 124.3 257.8 | 119.6 (CTAF) 0 | 121.8 | 122.95 |



ITHACA, NEW YORK
Amdt 6 29JUL10

42°29'N - 76°28'W

ITHACA TOMPKINS RGNL (ITH)
ILS or LOC RWY 32

NE-2, 23 SEP 2010 to 21 OCT 2010

| | | |
|------------------------|------------------------|-------------|
| APP CRS 144° | Rwy Ldg 1083 | 6601 |
| | TDZE | 1099 |
| | Apt Elev | 1099 |

RNAV (GPS) Y RWY 14

ITHACA TOMPKINS RGNL (ITH)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all MDA 100 feet and increase LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile, and increase Circling Cats C and D visibility ¼ mile.

MISSED APPROACH:
Climbing right turn to 3700
direct VAFKU and hold.

ATIS
125.175

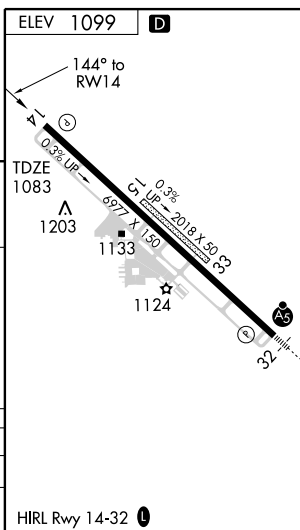
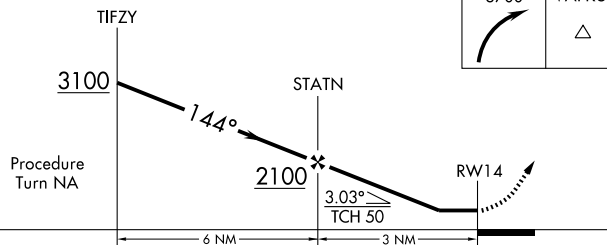
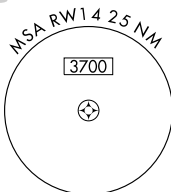
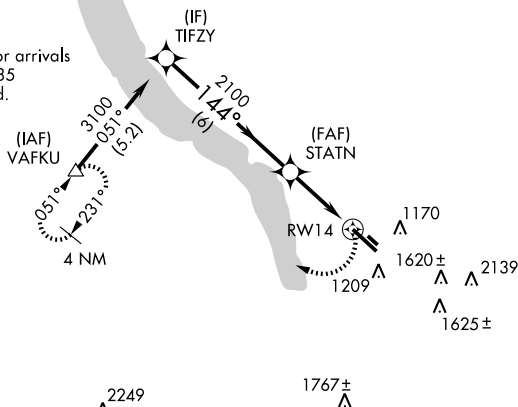
ELMIRA APP CON ★
124.3 257.8

ITHACA TOWER ★
119.6 (CTAF) 0

GND CON
121.8

UNICOM
122.95

Procedure NA for arrivals
at VAFKU via V35
Southwest bound.



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-------------------------|-------------------------|
| LNAV MDA | 1500-1 | 417 (500-1) | 1500-1¼ | 417 (500-1¼) |
| CIRCLING | 1520-1 421 (500-1) | 1560-1 461 (500-1) | 1600-1½ 501 (600-1½) | 1780-2¼ 681 (700-2¼) |

HIRL Rwy 14-32 0

ITHACA, NEW YORK

Orig 11FEB10

ITHACA TOMPKINS RGNL (ITH)

42°29'N - 76°28'W

RNAV (GPS) Y RWY 14

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

WAAS
CH **62815**
W32AAPP CRS
325°Rwy Idg
TDZE **6601**
Apt Elev **1099****RNAV (GPS) RWY 32**
ITHACA TOMPKINS RGNL (ITH)**▼** Inoperative table does not apply to LNAV Cat A. DME/DME RNP-0.3 NA.**▲** Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all DA 84 feet and all MDA 100 feet. For inoperative MALSRR, increase LNAV Cat B visibility ¼ mile. For inoperative MALSRR, when using Elmira altimeter setting, increase LPV all Cats visibility to RVR 6000, and increase LNAV Cat B visibility to 1½.

MALSRR

**MISSED APPROACH:**
Climb to 3700 direct
STATN and on track
282° to VAFKU and
hold.ATIS
125.175ELMIRA APP CON ★
124.3 257.8ITHACA TOWER ★
119.6 (CTAF) **①**GND CON
121.8UNICOM
122.95

4 NM

282°
(7.7)

STATN

RW32
1209

1170

1620 ±
1625 ±

2139

2249

1767 ±

1933

(FAF)
CONUL

2279

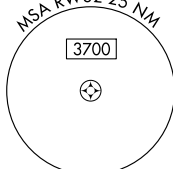
2101

2195

3000

325°
(19.6)(IF)
OCCIE3400
355°
(101)(IAF)
BINGHAMTON
CFB

2302



ELEV 1099

DProcedure NA for arrivals
on CFB VORTAC airway
radials 310 CW 015.

3700

tr
282°

OCCIE

Procedure
Turn
NA

*LNAV only.

*3.4 NM to
RW32

CONUL

3000

325°

3000

3400

GS 3.20°
TCH 54

| CATEGORY | A | B | C | D |
|----------|------------------------|---|------------------------|---|
| LPV DA | 1385/40 | | 286 (300-¾) | |
| LNAV MDA | 2300/60 1201 (1300-1¼) | | 2300-2½ 1201 (1300-2½) | |
| CIRCLING | 2300-1¼ 1201 (1300-1¼) | | 2300-1½ 1201 (1300-1½) | |
| | 2300-3 | | 1201 (1300-3) | |

HIRL Rwy 14-32 **①**
ITHACA, NEW YORK
Orig 29JUL10

42°29'N - 76°28'W

ITHACA TOMPKINS RGNL (ITH)
RNAV (GPS) RWY 32

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 50415 W14A | APP CRS 144° | Rwy Idg TDZE Apt Elev | 6601 1083 1099 |
|--|------------------------|-----------------------------|---|

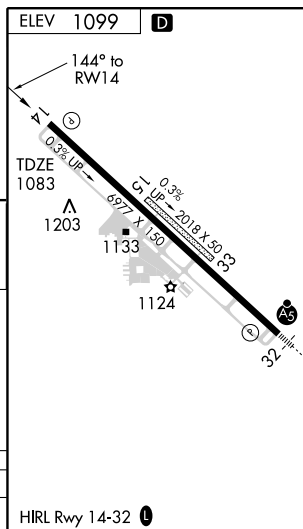
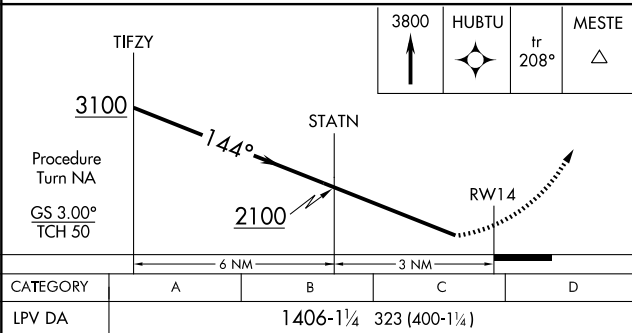
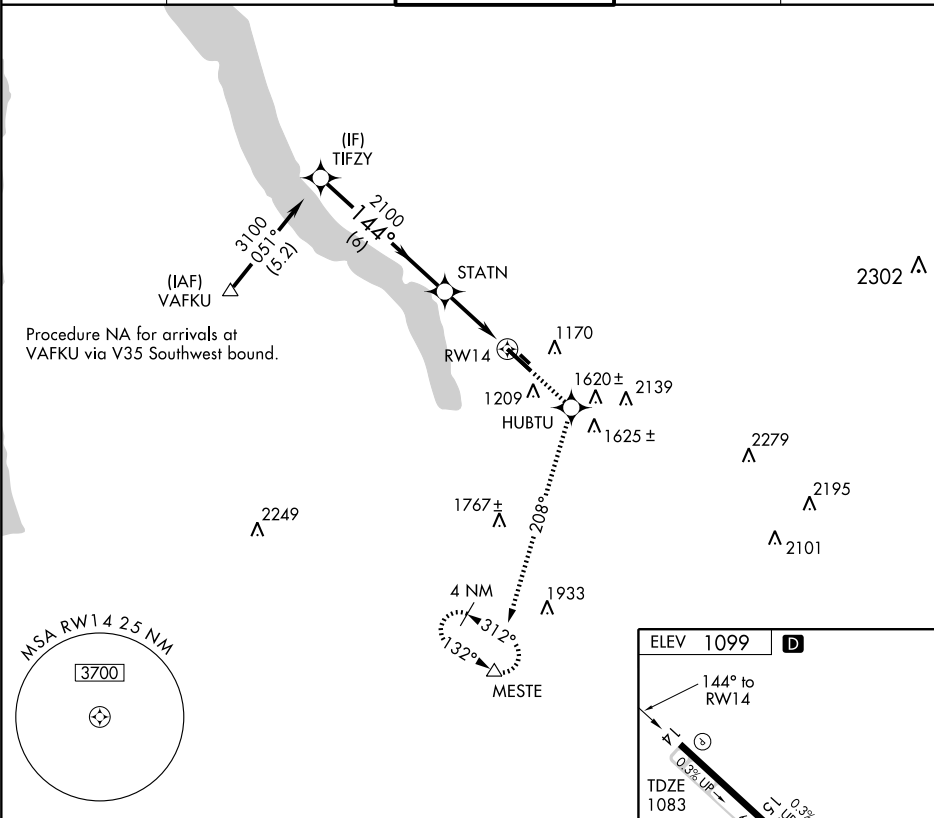
RNAV (GPS) Z RWY 14

ITHACA TOMPKINS RGNL (ITH)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase DA 84 feet and LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3800 direct HUBTU and via track 208° to MESTE and hold.

| | | | | |
|------------------------|--|---|-------------------------|-------------------------|
| ATIS 125.175 | ELMIRA APP CON ★ 124.3 257.8 | ITHACA TOWER ★ 119.6 (CTAF) 0 | GND CON 121.8 | UNICOM 122.95 |
|------------------------|--|---|-------------------------|-------------------------|



ITHACA, NEW YORK

Orig-A 29JUL10

42°29'N - 76°28'W

ITHACA TOMPKINS RGNL (ITH)

RNAV (GPS) Z RWY 14

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

| | | | |
|---|------------------------|-----------------------------|---|
| VOR/DME ITH 111.8 Chan 55 | APP CRS 134° | Rwy ldg TDZE Apt Elev | 6601 1083 1099 |
|---|------------------------|-----------------------------|---|

VOR RWY 14

ITHACA TOMPKINS RGNL (ITH)

V Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all MDA 100 feet and increase S-14 Cats C and D visibility $\frac{1}{4}$ mile, increase Circling Cats C and D $\frac{1}{4}$ mile, ESEBY Fix Minimums increase S-14 Cats C and D visibility $\frac{1}{4}$ mile, and increase Circling Cats C and D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing left turn to 3200 via heading 314° then direct ITH VOR/DME and hold.

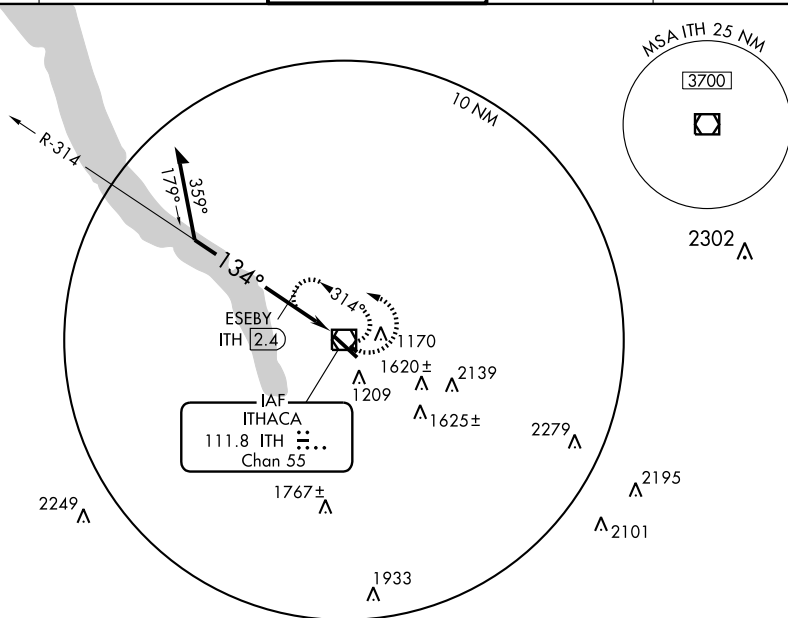
ATIS
125.175

ELMIRA APP CON ★
124.3 257.8

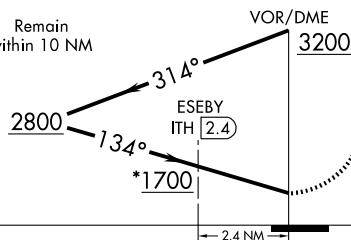
ITHACA TOWER ★
119.6 (CTAF) 0

GND CON
121.8

UNICOM
122.95

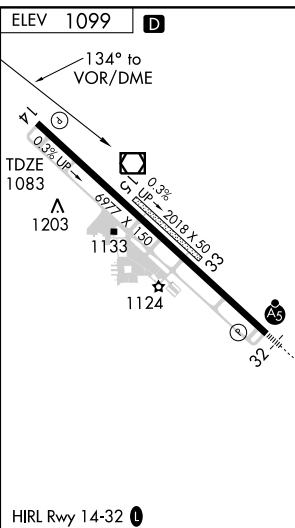


Remain
within 10 NM



*1800 when using
Elmira altimeter setting.

| CATEGORY | A | B | C | D |
|--------------------|-----------------------|-----------------------|--|--|
| S-14 | 1700-1 | 617 (700-1) | 1700-1 $\frac{3}{4}$ 617 (700-1 $\frac{3}{4}$) | 1700-2 617 (700-2) |
| CIRCLING | 1700-1 | 601 (700-1) | 1700-1 $\frac{3}{4}$ 601 (700-1 $\frac{3}{4}$) | 1780-2 $\frac{1}{4}$ 681 (700-2 $\frac{1}{4}$) |
| ESEBY FIX MINIMUMS | | | | |
| S-14 | 1520-1 | 437 (500-1) | 1520-1 $\frac{1}{4}$ 437 (500-1 $\frac{1}{4}$) | 1520-1 $\frac{1}{2}$ 437 (500-1 $\frac{1}{2}$) |
| CIRCLING | 1520-1 421 (500-1) | 1560-1 461 (500-1) | 1600-1 $\frac{1}{2}$ 501 (600-1 $\frac{1}{2}$) | 1780-2 $\frac{1}{4}$ 681 (700-2 $\frac{1}{4}$) |



| | | | |
|---|------------------------|-----------------------------|---|
| VOR/DME ITH 111.8 Chan 55 | APP CRS 329° | Rwy Idg TDZE Apt Elev | 6601 1099 1099 |
|---|------------------------|-----------------------------|---|

VOR RWY 32

ITHACA TOMPKINS RGNL (ITH)

T Inoperative table does not apply to Cats A and B. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all MDA 100 feet. VDP NA when using Elmira altimeter setting.



MISSED APPROACH: Climbing right turn to 3400 in ITH VOR/DME holding pattern.

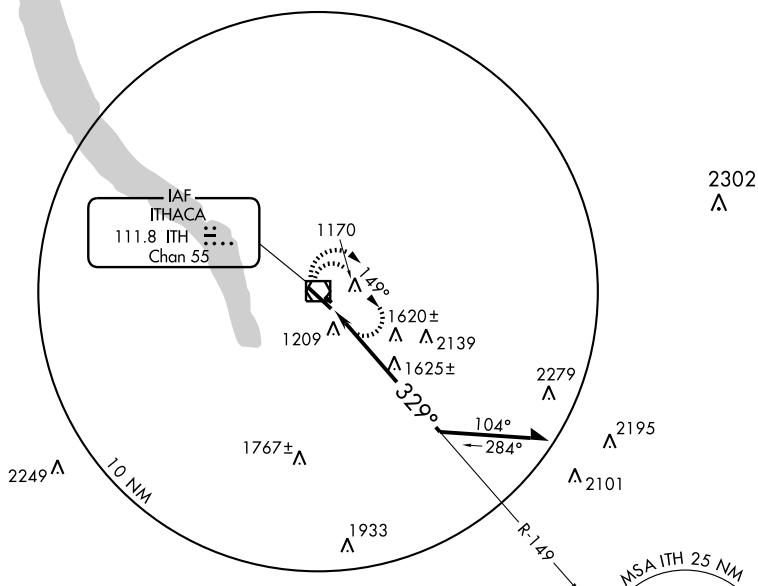
ATIS
125.175

ELMIRA APP CON ★
124.3 257.8

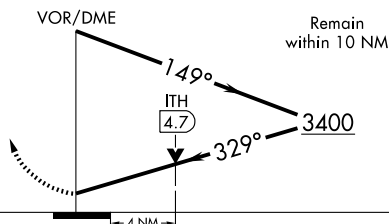
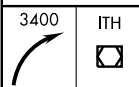
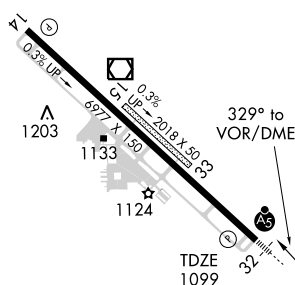
ITHACA TOWER ★
119.6 (CTAF) 0

GND CON
121.8

UNICOM
122.95



ELEV 1099



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|---------|----------------|
| S-32 | 2500/60 1401 (1500-1¼) | 2500-1½ 1401 (1500-1½) | 2500-2½ | 1401 (1500-2½) |
| CIRCLING | 2500-1¼ 1401 (1500-1¼) | 2500-1½ 1401 (1500-1½) | 2500-3 | 1401 (1500-3) |

HIRL Rwy 14-32 **0**

ITHACA, NEW YORK

Amdt 2 11FEB10

42°29'N - 76°28'W

ITHACA TOMPKINS RGNL (ITH)

VOR RWY 32

JAMESTOWN**CHAUTAUQUA CO/JAMESTOWN** (JHW) 3 N UTC-5(-4DT) N42°09.20' W79°15.48'**DETROIT**

1723 B S4 FUEL 100LL, JET A Class I, ARFF Index A NOTAM FILE JHW

H-10H, L-30H

RWY 07-25: H5299X100 (ASPH-GRVD) S-57, D-95, 2D-125 PCN 24 F/C/W/T HIRL IAP

RWY 07: VASI(V4L)—GA 3.0° TCH 52'. Antenna.

RWY 25: MALSR.

RWY 13-31: H4500X100 (ASPH) S-31, D-56 PCN 13 F/C/W/T

MIRL 0.4% up NW

RWY 13: PAPI(P4L)—GA 3.0° TCH 45'. Tree.

RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 51'. Building.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 07: TORA-5299 TODA-5299 ASDA-5299 LDA-5299

RWY 13: TORA-4500 TODA-4500 ASDA-4500 LDA-4500

RWY 25: TORA-5299 TODA-5299 ASDA-5299 LDA-5299

RWY 31: TORA-4500 TODA-4500 ASDA-4500 LDA-4500

AIRPORT REMARKS: Attended Sun-Fri 1100-0200Z†, Sat

1100-1900Z†. Deer and birds on and in/ov arpt. No snow removal

avbl 0200-1100Z†. Mid Nov-1 Apr ops avbl Sat 1100-2200Z†.

PPR for services after hrs, call arpt manager 716-484-0204 or

FBO at 716-665-4800. ACTIVATE HIRL Rwy 07-25, MIRL Rwy

13-31, VASI Rwy 07, PAPI Rwy 13 and Rwy 31, MALSR Rwy 25

and twy lghts—CTAF. Ldg fee multi-engine acft only.

WEATHER DATA SOURCES: AWOS-3 118.425 (716) 664-6005.**COMMUNICATIONS:** CTAF/UNICOM 122.7

JAMESTOWN RCO 122.1R 114.7T (BUFFALO RADIO)

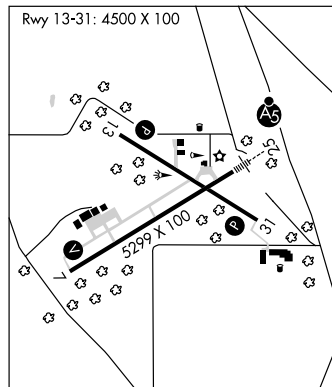
® ERIE APP/DEP CON 126.05 (1100-0500Z†)

CLEVELAND CENTER APP/DEP CON 132.4 (0500-1100Z†)

AIRSPACE: CLASS E svc Sun-Fri 1100-0300Z†, Sat 1200-2300Z†, other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE JHW.

JAMESTOWN (H) VOR/DME 114.7 JHW Chan 94 N42°11.32' W79°07.28' 258° 6.1 NM to fld. 1790/07W.

ILS/DME 109.7 I-JHW Chan 34, Rwy 25. Class IE. ILS unmonitored.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.**JOHN F. KENNEDY INTL** (See NEW YORK)**JOHNSTOWN** N42°59.97' W74°19.89' NOTAM FILE BTV.**NEW YORK**

NDB (MHW) 523 JJH at Fulton Co.

L-32G**JOHNSTOWN****FULTON CO** (NYØ) 2 E UTC-5(-4DT) N42°59.89' W74°19.77'**NEW YORK**

881 B S3 FUEL 100LL, JET A TPA-1681 (800) NOTAM FILE BTV Not insp.

L-32G

RWY 10-28: H4000X75 (ASPH) MIRL 0.4% up E

IAP

RWY 10: REIL. PAPI(P2L). Trees.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 42'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z†. Sun

1500-2200Z†. ACTIVATE MIRL Rwy 10-28—CTAF. Landing fee.

COMMUNICATIONS: CTAF/UNICOM 122.7

ALBANY APP/DEP CON 118.05

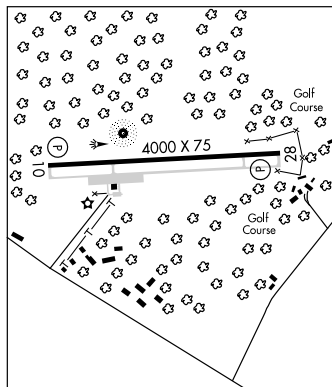
RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.

ALBANY (L) VORTAC 115.3 ALB Chan 100 N42°44.84'

W73°48.19' 316° 27.7 NM to fld. 275/13W.

JOHNSTOWN NDB (MHW) 523 JJH N42°59.97' W74°19.89' at

fld. NOTAM FILE BTV.

**JOSEPH Y RESNICK** (See ELLENVILLE)**KATHI** N43°06.54' W78°50.30' NOTAM FILE IAG.

NDB (LOM) 329 IA 279° 4.7 NM to Niagara Falls Intl. Unmonitored when Niagara Falls Intl twr clsd.

LOC/DME I-JHW

109.7

APP CRS

249°

Rwy Idg

5299

TDZE

1721

Apt Elev

1723

ILS or LOC RWY 25

JAMESTOWN/CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

When local alimeter setting not received, use Dunkirk alimeter setting and increase S-ILS 25 DA to 2113 and all MDA 200 feet; increase S-ILS 25 all Cats visibility ½ mile; increase S-LOC 25 Cats C and D, Circling Cats C and D, DIPRE FIX minimums S-LOC 25 Cats C and D, and DIPRE FIX minimums Circling Cats C and D visibility ½ mile. For inoperative MALSR when using Dunkirk alimeter setting, increase S-ILS 25 all Cats visibility ½ mile. VDP NA when using Dunkirk alimeter setting.

MALSR



MISSED APPROACH: Climb to 2320 then climbing right turn to 3800 via heading 125° and I-JHW NE course to KRAUS INT/I-JHW 6.5 DME and hold.

AWOS-3

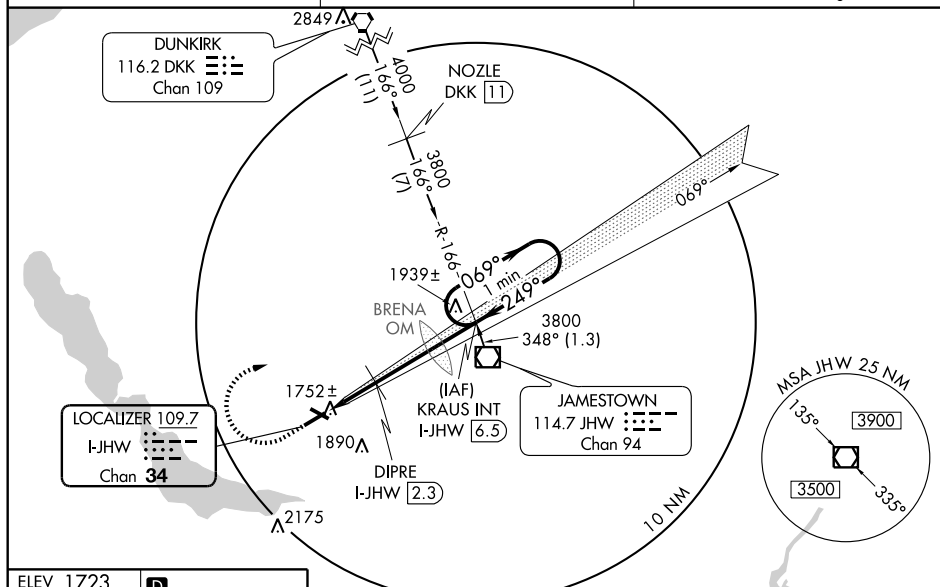
118.425

ERIE APP CON ★

126.05

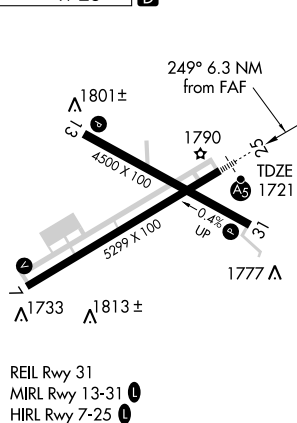
UNICOM

122.7 (CTAF) 0



ELEV 1723

D



REIL Rwy 31

MIRL Rwy 13-31 0

HIRL Rwy 7-25 0

FAF to MAP 6.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---------|------|------|------|------|------|
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |

| 2320 | 3800 | LOC NE crs | KRAUS INT | KRAUS INT I-JHW [6.5] | One Minute Holding Pattern |
|--------------------|--------------------|------------------|--|--------------------------|-------------------------------|
| ↑ | ↗ 125° | | | 3800 | |
| | | I-JHW [0.2] | DIPRE I-JHW [2.3] | 3800 | GS 3.00° TCH 48 |
| | | *LOC only | *2460 when using Dunkirk alimeter setting. | | |
| | | 1 NM | 1.1 NM | 4.2 NM | |
| CATEGORY | A | B | C | D | |
| S-ILS 25 | 1921-½ | | 200 (200-½) | | |
| S-LOC 25 | 2260-½ | 539 (600-½) | 2260-1 539 (600-1) | 2260-1¼ 539 (600-1¼) | |
| CIRCLING | 2260-1 | 537 (600-1) | 2260-1½ 537 (600-1½) | 2280-2 557 (600-2) | |
| DIPRE FIX MINIMUMS | | | | | |
| S-LOC 25 | 2080-½ 359 (400-½) | | 2080-¾ 359 (400-¾) | | |
| CIRCLING | 2180-1 | 457 (500-1) | 2240-1½ 517 (600-1½) | 2280-2 557 (600-2) | |

JAMESTOWN, NEW YORK

Amdt 7 17DEC09

JAMESTOWN/CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

42°09'N-79°15'W

ILS or LOC RWY 25

NE-2, 23 SEP 2010 to 21 OCT 2010

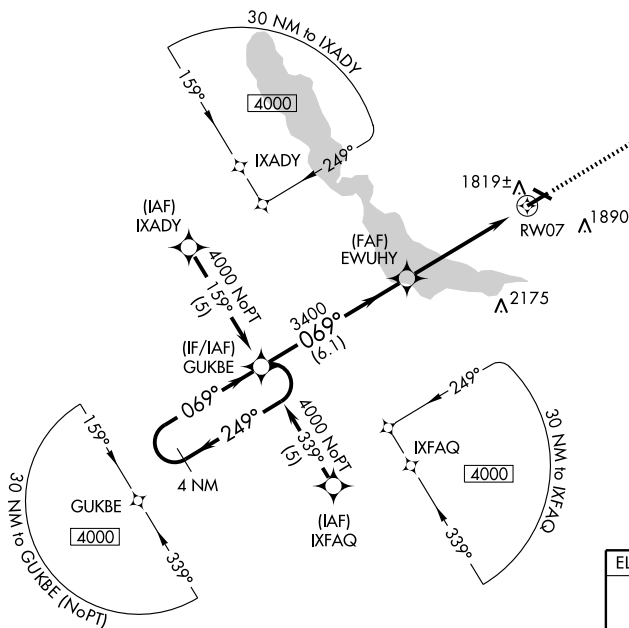
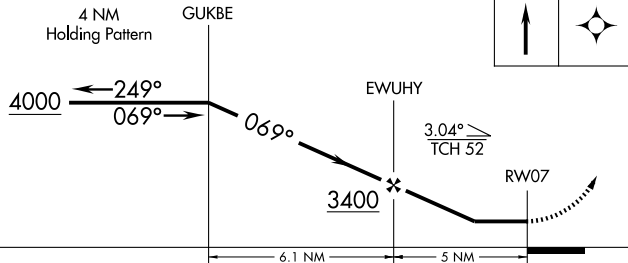
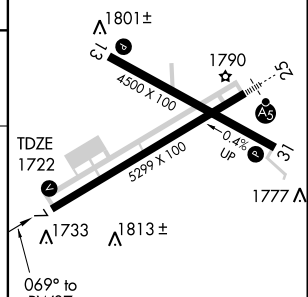
NE-2, 23 SEP 2010 to 21 OCT 2010

APP CRS
069°Rwy Idg **5299**
TDZE **1722**
Apt Elev **1723****RNAV (GPS) RWY 7**

JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Dunkirk altimeter setting and increase all MDA 200 feet; increase LNAV Cats C and D and Circling Cats C and D visibility ½ mile.

MISSED APPROACH: Climb to 4000
direct OYNEM and hold.

AWOS-3
118.425ERIE APP CON ★
126.05UNICOM
122.7 (CTAF) ①2392 **▲**ELEV 1723 **D**

| CATEGORY | A | B | C | D |
|----------|--------|-------------|--------------|--------------|
| LNAV MDA | 2120-1 | 398 (400-1) | 2120-1¼ | 398 (400-1¼) |
| CIRCLING | 2180-1 | 457 (500-1) | 2240-1½ | 2280-2 |
| | | | 517 (600-1½) | 557 (600-2) |

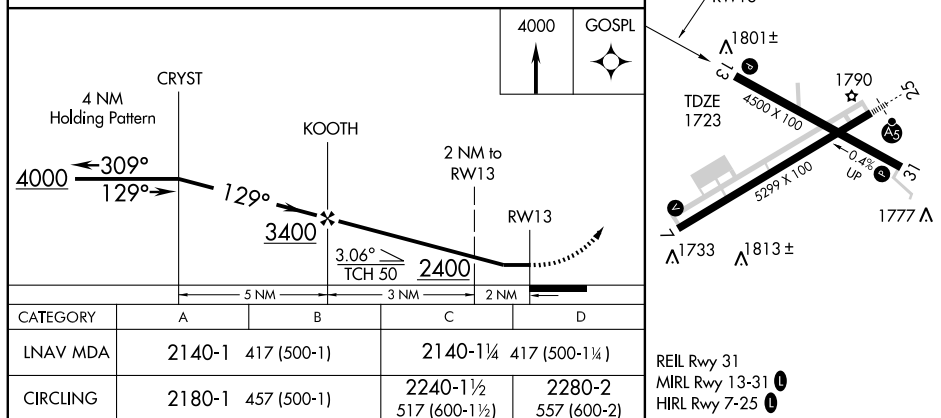
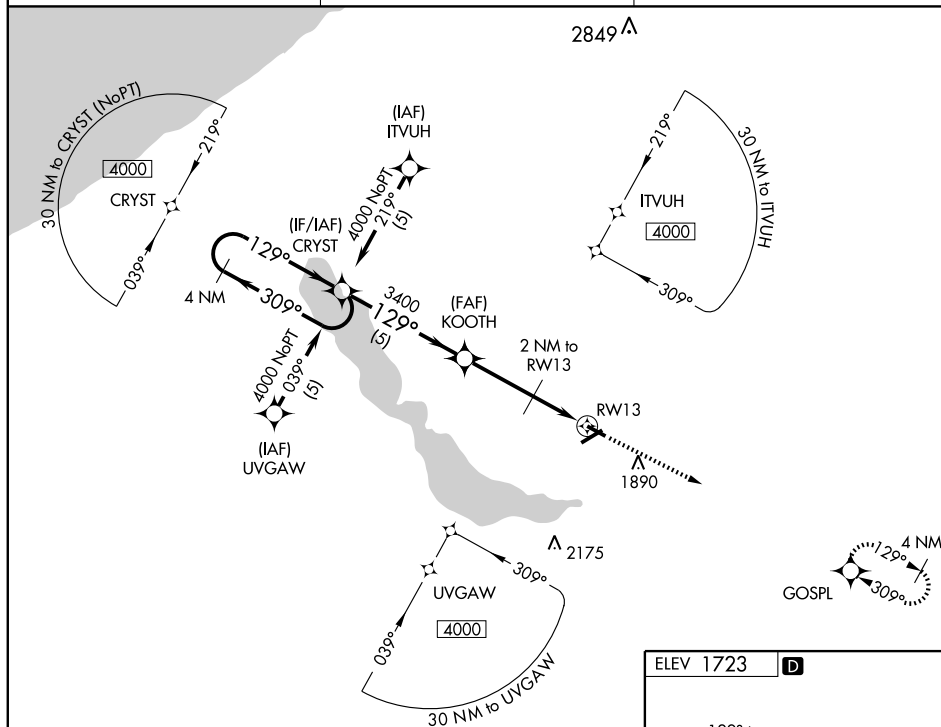
REIL Rwy 31
MIRL Rwy 13-31 ①
HIRL Rwy 7-25 ①

RNAV (GPS) RWY 13

JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)



NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.MISSED APPROACH: Climb to 4000
direct GOSPL WPT and hold.AWOS-3
118.425ERIE APP CON ★
126.05UNICOM
122.7 (CTAF) 0

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 62910 W25A | APP CRS 249° | Rwy Idg TDZE Apt Elev | 5299 1721 1723 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 25

JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dunkirk altimeter setting and increase LPV DA to 2113, LNAV/VNAV DA to 2246, and all MDA 200 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C, and Circling Cats C and D visibility ½ mile; increase LNAV Cat D visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1 ½ mile. For inoperative MALSR when using Dunkirk altimeter setting, increase LPV all Cats visibility to 1 ½ mile. Baro-VNAV and VDP NA when using Dunkirk altimeter setting.

MALSR

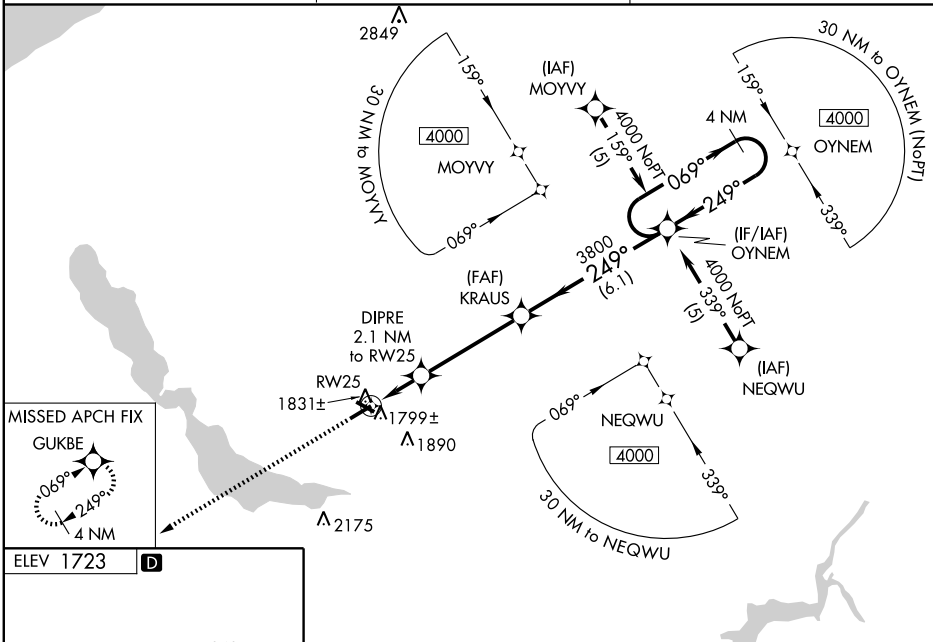


MISSED APPROACH:
Climb to 4000 direct
GUKBE and hold.

AWOS-3
118.425

ERIE APP CON ★
126.05

UNICOM
122.7 (CTAF) 0

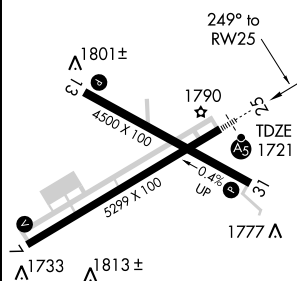


MISSED APCH FIX

GUKBE

ELEV 1723

D



REIL Rwy 31
MIRL Rwy 13-31 0
HIRL Rwy 7-25 0

| | 4000 | GUKBE | OYNEM | 4 NM Holding Pattern |
|--------------|--------|----------------------|-------------------------------|------------------------|
| | | | KRAUS | 3800 |
| | | DIPRE 2.1 NM to RW25 | | 249° |
| | | *1.1 NM to RW25 | | 3800 |
| | | *2440 | | 249° |
| | | | | 069° |
| | | | | 4000 |
| | | | | GS 3.00° TCH 48 |
| | | | | 1.1 1 NM 4.2 NM 6.1 NM |
| CATEGORY | A | B | C | D |
| LPV DA | | 1921-1/2 | 200 (200-1/2) | |
| LNAV/VNAV DA | | 2054-3/4 | 333 (400-3/4) | |
| LNAV MDA | | 2100-1/2 | 379 (400-1/2) | 2100-1 379 (400-1) |
| CIRCLING | 2180-1 | 457 (500-1) | 2240-1 1/2 517 (600-1 1/2) | 2280-2 557 (600-2) |

| | | |
|------------------------|-----------------------------|---|
| APP CRS 309° | Rwy Idg TDZE Apt Elev | 4500 1715 1723 |
|------------------------|-----------------------------|---|

RNAV (GPS) RWY 31

JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)



NA

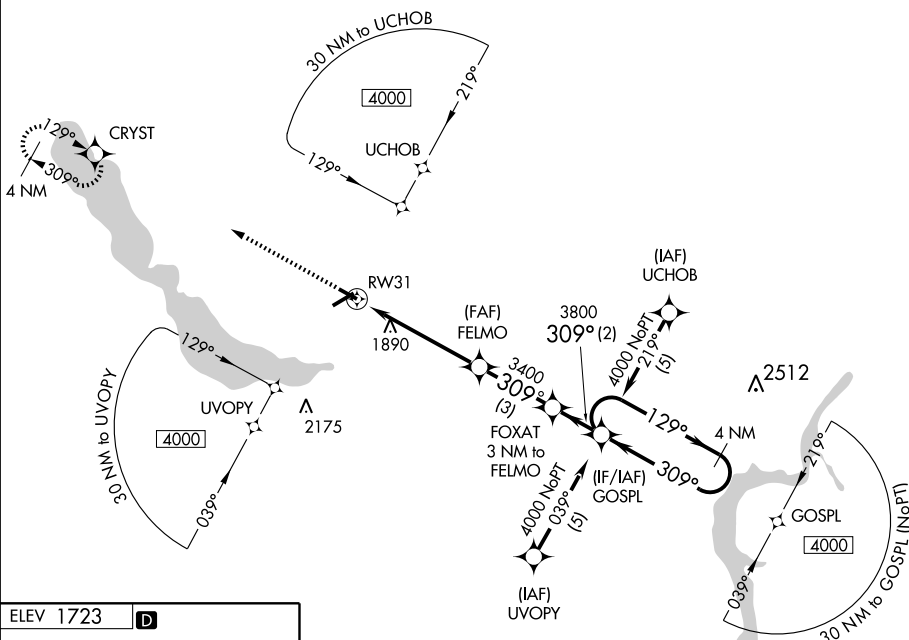
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000
direct CRYST WP and hold.

AWOS-3
118.425

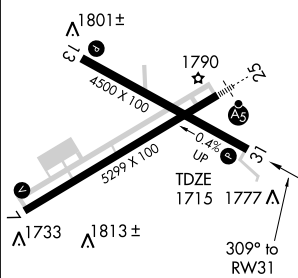
ERIE APP CON ★
126.05

UNICOM
122.7 (CTAF) 0

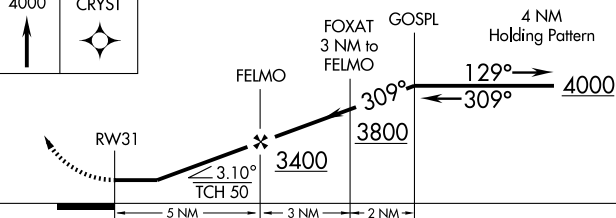
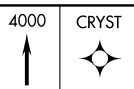


ELEV 1723

D



REIL Rwy 31
MIRL Rwy 13-31 0
HIRL Rwy 7-25 0



| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|-------------------------|
| LNAV MDA | 2200-1 | 485 (500-1) | 2200-1½ 485 (500-1½) | 2200-1½ 485 (500-1½) |
| CIRCLING | 2200-1 | 477 (500-1) | 2240-1½ 517 (600-1½) | 2280-2 557 (600-2) |

JAMESTOWN, NEW YORK
Orig 10210

JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

42°09'N-79°15'W

RNAV (GPS) RWY 31

VOR/DME JHW
114.7
 Chan **94**

APP CRS
077°

Rwy Idg **5299**
 TDZE **1722**
 Apt Elev **1723**

VOR/DME RWY 7

JAMESTOWN / CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

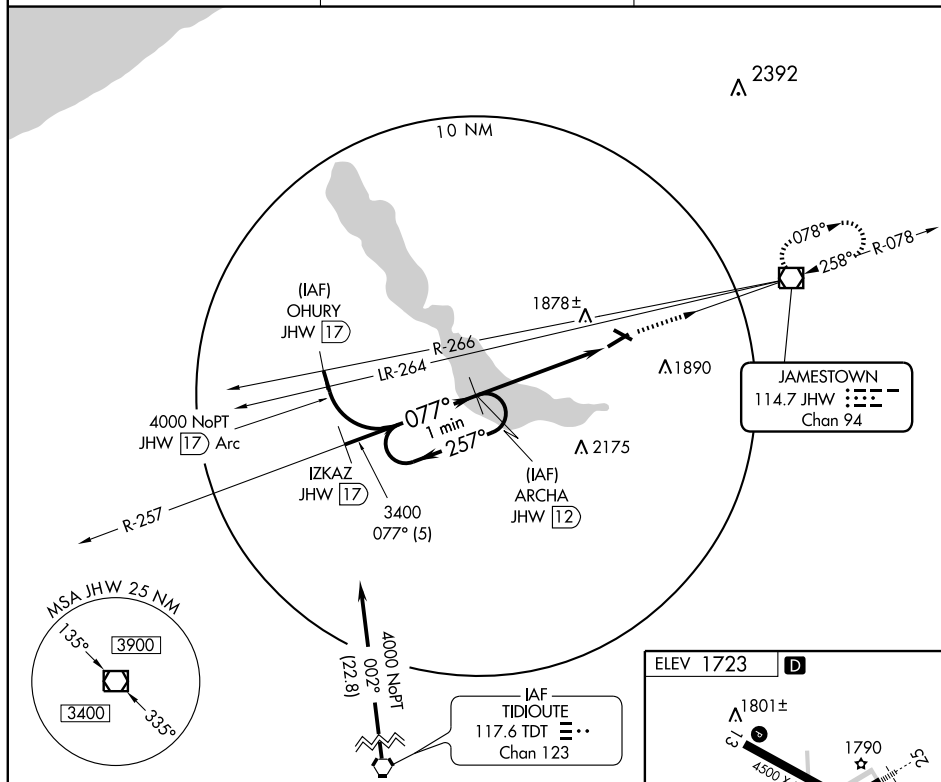


MISSED APPROACH: Climb to 3700
 direct JHW VOR/DME and hold.

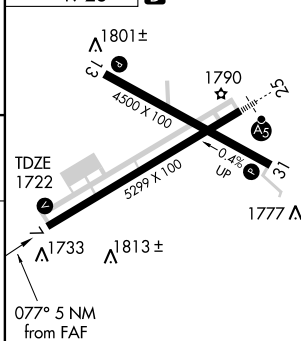
AWOS-3
118.425

ERIE APP CON ★
126.05

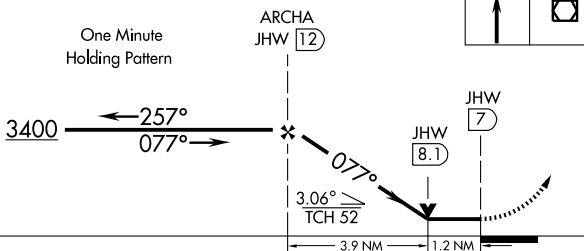
UNICOM
122.7 (CTAF)



ELEV 1723



One Minute
 Holding Pattern



| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|-----------------------|
| S-7 | 2140-1 | 418 (500-1) | 2140-1¼ | 418 (500-1¼) |
| CIRCLING | 2180-1 | 457 (500-1) | 2240-1½ 517 (600-1½) | 2280-2 557 (600-2) |

REIL Rwy 31
 MIRL Rwy 13-31
 HIRL Rwy 7-25

| | | |
|---|------------------------|---|
| VOR/DME JHW 114.7 Chan 94 | APP CRS 258° | Rwy Idg 5299 TDZE 1721 Apt Elev 1723 |
|---|------------------------|---|

VOR RWY 25
JAMESTOWN/CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

VOR RWY 25



Inoperative table does not apply.

MALSR



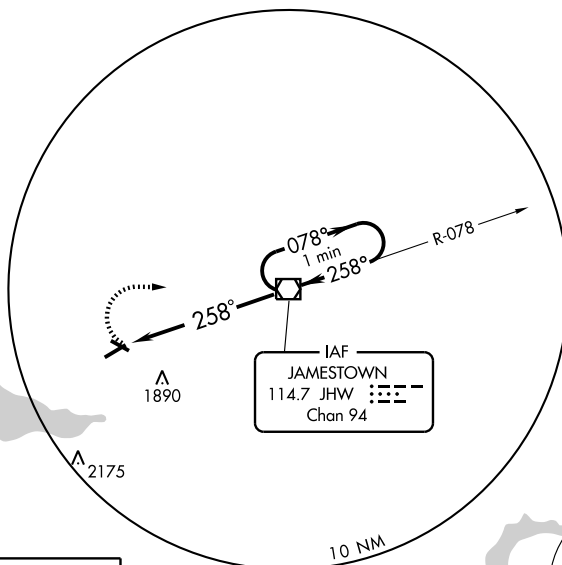
MISSED APPROACH: Climbing right turn to 3700 direct JHW VOR/DME and hold.

AWOS-3
118.425

ERIE APP CON ★
126.05

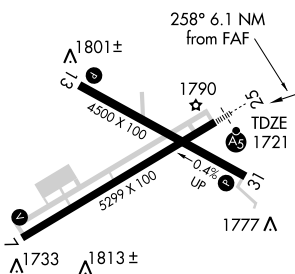
UNICOM
122.7 (CTAF) **L**

2849



ELEV 1723

D



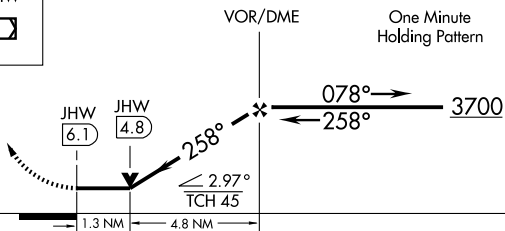
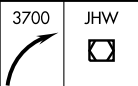
REIL Rwy 31
MIRL Rwy 13-31 **L**
HIRL Rwy 7-25 **L**

FAF to MAP 6.1 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |

JAMESTOWN, NEW YORK

Amdt 8 10210



| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|-------------------------|
| S-25 | 2180-1 | 459 (500-1) | 2180-1¼ 459 (500-1¼) | 2180-1½ 459 (500-1½) |
| CIRCLING | 2180-1 | 457 (500-1) | 2240-1½ 517 (600-1½) | 2280-2 557 (600-2) |

JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

42°09'N-79°15'W

VOR RWY 25

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

JAMESTOWN**CHAUTAUQUA CO/JAMESTOWN** (JHW) 3 N UTC-5(-4DT) N42°09.20' W79°15.48'**DETROIT**

1723 B S4 FUEL 100LL, JET A Class I, ARFF Index A NOTAM FILE JHW

H-10H, L-30H

RWY 07-25: H5299X100 (ASPH-GRVD) S-57, D-95, 2D-125 PCN 24 F/C/W/T HIRL IAP

RWY 07: VASI(V4L)—GA 3.0° TCH 52'. Antenna.

RWY 25: MALSR.

RWY 13-31: H4500X100 (ASPH) S-31, D-56 PCN 13 F/C/W/T

MIRL 0.4% up NW

RWY 13: PAPI(P4L)—GA 3.0° TCH 45'. Tree.

RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 51'. Building.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 07: TORA-5299 TODA-5299 ASDA-5299 LDA-5299

RWY 13: TORA-4500 TODA-4500 ASDA-4500 LDA-4500

RWY 25: TORA-5299 TODA-5299 ASDA-5299 LDA-5299

RWY 31: TORA-4500 TODA-4500 ASDA-4500 LDA-4500

AIRPORT REMARKS: Attended Sun-Fri 1100-0200Z†, Sat

1100-1900Z†. Deer and birds on and in/ov arpt. No snow removal

avbl 0200-1100Z†. Mid Nov-1 Apr ops avbl Sat 1100-2200Z†.

PPR for services after hrs, call arpt manager 716-484-0204 or

FBO at 716-665-4800. ACTIVATE HIRL Rwy 07-25, MIRL Rwy

13-31, VASI Rwy 07, PAPI Rwy 13 and Rwy 31, MALSR Rwy 25

and twy lgts—CTAF. Ldg fee multi-engine acft only.

WEATHER DATA SOURCES: AWOS-3 118.425 (716) 664-6005.**COMMUNICATIONS:** CTAF/UNICOM 122.7

JAMESTOWN RCO 122.1R 114.7T (BUFFALO RADIO)

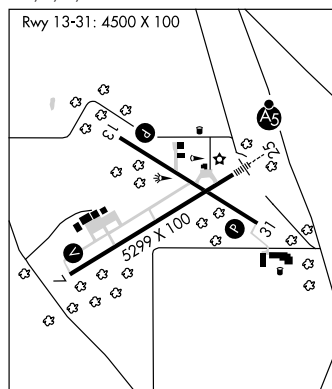
® ERIE APP/DEP CON 126.05 (1100-0500Z†)

CLEVELAND CENTER APP/DEP CON 132.4 (0500-1100Z†)

AIRSPACE: CLASS E svc Sun-Fri 1100-0300Z†, Sat 1200-2300Z†, other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE JHW.

JAMESTOWN (H) VOR/DME 114.7 JHW Chan 94 N42°11.32' W79°07.28' 258° 6.1 NM to fld. 1790/07W.

ILS/DME 109.7 I-JHW Chan 34, Rwy 25. Class IE. ILS unmonitored.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.**JOHN F. KENNEDY INTL** (See NEW YORK)**JOHNSTOWN** N42°59.97' W74°19.89' NOTAM FILE BTV.**NEW YORK**

NDB (MHW) 523 JJH at Fulton Co.

L-32G**JOHNSTOWN****FULTON CO** (NYØ) 2 E UTC-5(-4DT) N42°59.89' W74°19.77'**NEW YORK**

881 B S3 FUEL 100LL, JET A TPA-1681 (800) NOTAM FILE BTV Not insp.

L-32G

RWY 10-28: H4000X75 (ASPH) MIRL 0.4% up E IAP

RWY 10: REIL. PAPI(P2L). Trees.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 42'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z†. Sun

1500-2200Z†. ACTIVATE MIRL Rwy 10-28—CTAF. Landing fee.

COMMUNICATIONS: CTAF/UNICOM 122.7

ALBANY APP/DEP CON 118.05

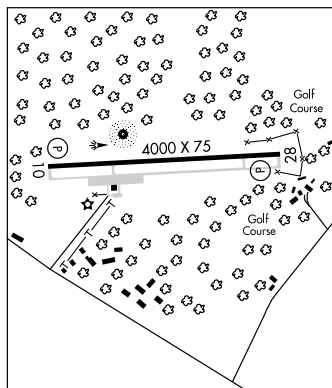
RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.

ALBANY (L) VORTAC 115.3 ALB Chan 100 N42°44.84'

W73°48.19' 316° 27.7 NM to fld. 275/13W.

JOHNSTOWN NDB (MHW) 523 JJH N42°59.97' W74°19.89' at

fld. NOTAM FILE BTV.

**JOSEPH Y RESNICK** (See ELLENVILLE)**KATHI** N43°06.54' W78°50.30' NOTAM FILE IAG.

NDB (LOM) 329 IA 279° 4.7 NM to Niagara Falls Intl. Unmonitored when Niagara Falls Intl twr clsd.

NDB JJH
523

APP CRS
288°

| | |
|----------|-------------|
| Rwy Idg | 4000 |
| TDZE | 881 |
| Apt Elev | 881 |

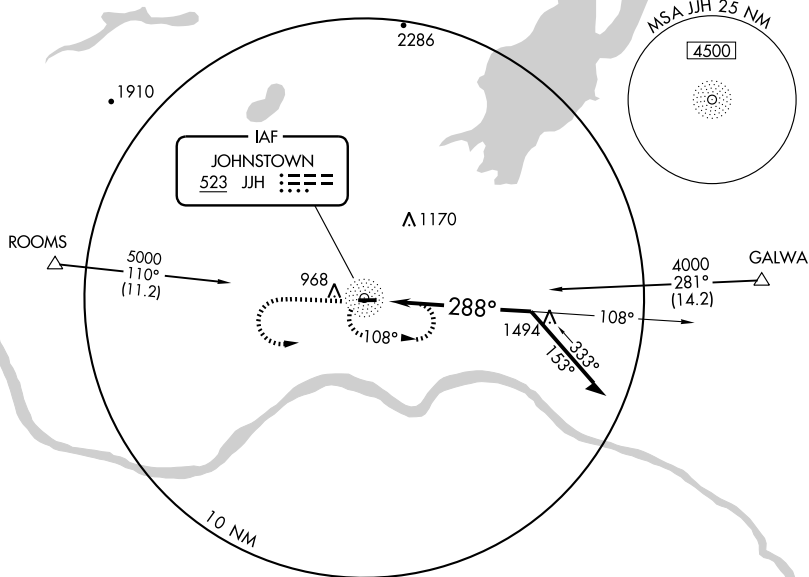
NDB RWY 28

JOHNSTOWN/ FULTON COUNTY (NY0)

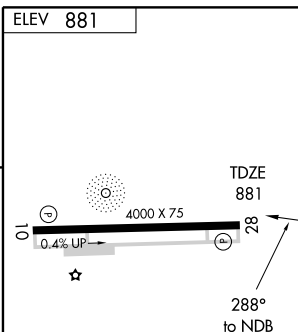
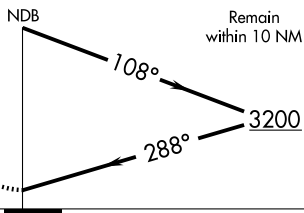
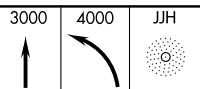


When VGSi inop, procedure NA at night.
 Visibility reduction by helicopters NA.
 Use Schenectady altimeter setting; when not received, use
 Albany Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct JJH NDB and hold.

ALBANY APP CON
118.05UNICOM
122.7 (CTAF) **L**

2420



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|----|---|
| S-28 | 2000-1¼ 1119 (1200-1¼) | 2000-1½ 1119 (1200-1½) | NA | |
| CIRCLING | 2000-1¼ 1119 (1200-1¼) | 2000-1½ 1119 (1200-1½) | NA | |

MIRL Rwy 10-28 **L**
REIL Rwys 10 and 28

JOHNSTOWN, NEW YORK
Amdt 2 23SEP10

JOHNSTOWN/ FULTON COUNTY (NY0)

43°00'N-74°20'W

NDB RWY 28

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

| | | |
|--|------------------------|---|
| WAAS CH 58219 W10A | APP CRS 104° | Rwy Idg TDZE 879 Apt Elev 881 |
|--|------------------------|---|

RNAV (GPS) RWY 10

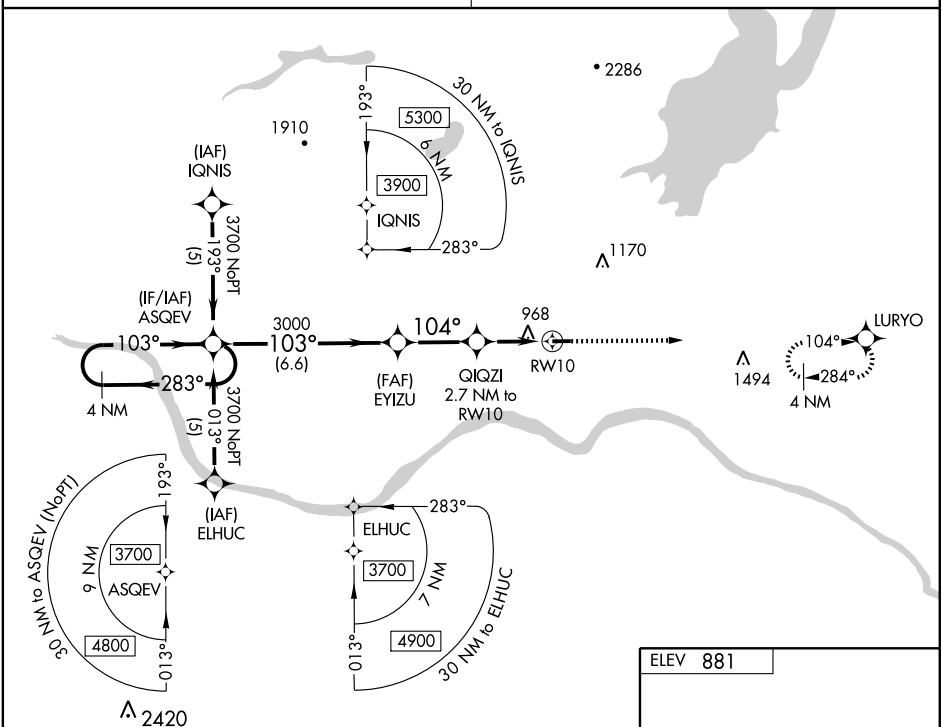
JOHNSTOWN/ FULTON COUNTY (NY)

▼ When VGSI inop, procedure at night. Baro-VNAV NA. DME/DME RNP-0.3 NA.
 ▲ NA Visibility reduction by helicopters NA. Use Schenectady altimeter setting; when not received, use Albany Int'l altimeter setting and increase all DA/MDA 40 feet and LPV Cats A/B visibility ¼ mile.

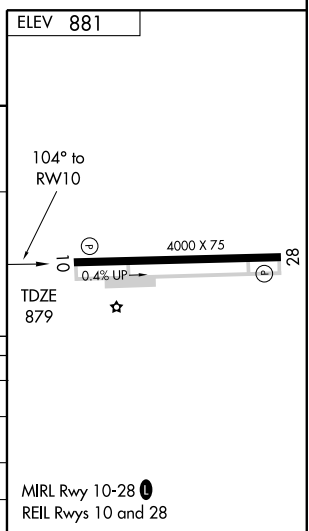
MISSED APPROACH: Climb to 3700
direct LURYO and hold.

ALBANY APP CON
118.05

UNICOM
122.7 (CTAF) 0



| | | | | | | |
|----------------------|---------|--------------|---|--------|--------|-------|
| 4 NM Holding Pattern | | ASQEV | VGSI and RNAV glidepath not coincident. | | 3700 | LURYO |
| 3700 | | 283° | 103° | 103° | 3000 | 104° |
| GS 3.50° | | TCH 53 | 3000 | 3000 | 1920* | 104° |
| | | | 6.6 NM | 2.8 NM | 2.7 NM | |
| CATEGORY | A | B | C | D | | |
| LPV DA | 1287-1¼ | 408 (500-1¼) | NA | NA | | |
| LNAV/VNAV DA | 1423-1¾ | 544 (600-1¾) | NA | NA | | |
| LNAV MDA | 1440-1 | 561 (600-1) | NA | NA | | |
| CIRCLING | 1440-1 | 559 (600-1) | NA | NA | | |



| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 53619 W28A | APP CRS 284° | Rwy Idg TDZE Apt Elev | 4000 881 881 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 28

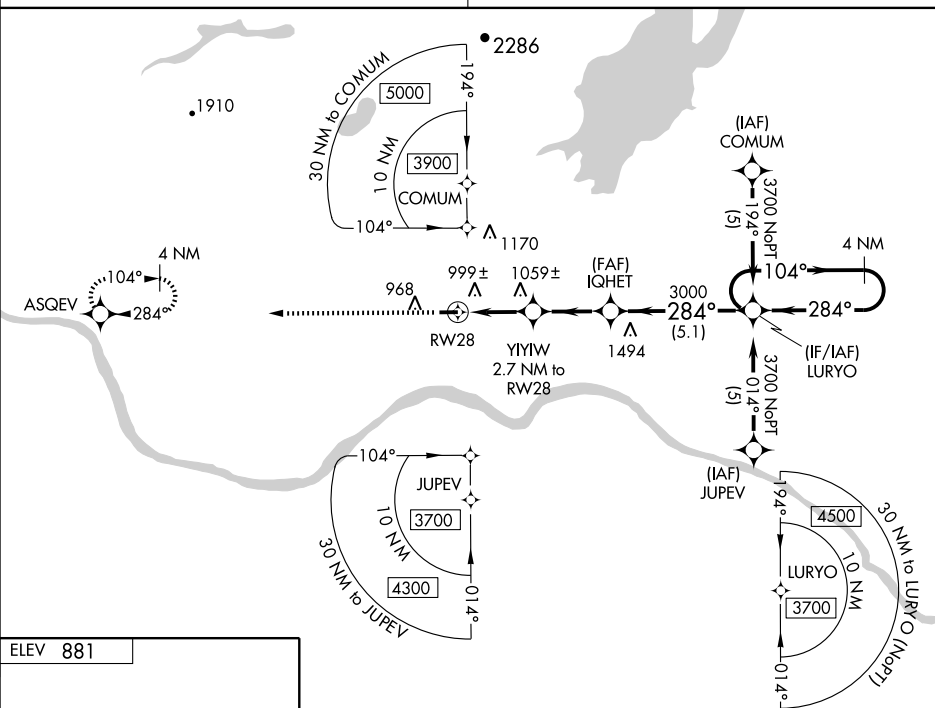
JOHNSTOWN/ FULTON COUNTY (NY)

▽ When VGSI inop, procedure NA at night. Baro-VNAV NA.
△ NA DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
 Use Schenectady altimeter setting; when not received, use Albany Intl altimeter setting and increase all DA/MDA 40 feet and LNAV/VNAV Cats A/B visibility ¼ mile.

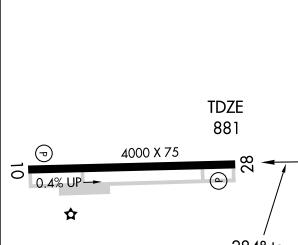
MISSED APPROACH: Climb to 4000 direct ASQEV and hold.

ALBANY APP CON
118.05

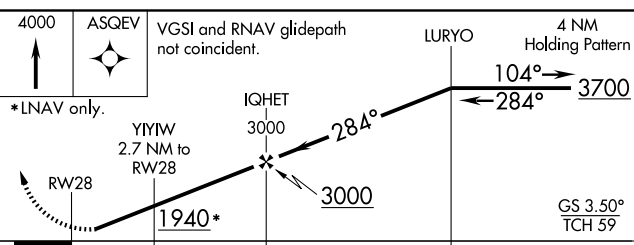
UNICOM
122.7 (CTAF)



ELEV 881



MIRL Rwy 10-28
REIL Rwy 10 and 28



| CATEGORY | A | B | C | D |
|--------------|---------|--------------|----|----|
| LPV DA | 1289-1¼ | 408 (500-1¼) | NA | NA |
| LNAV/VNAV DA | 1411-1½ | 530 (600-1½) | NA | NA |
| LNAV MDA | 1480-1 | 599 (600-1) | NA | NA |
| CIRCLING | 1480-1 | 599 (600-1) | NA | NA |

KEENE

MARCY FLD (111) 2 S UTC-5(-4DT) N44°13.25' W73°47.48'

MONTREAL

985 NOTAM FILE BTW

Not insp.

RWY N-S: 2390X95 (TURF)

RWY N: Road.

RWY S: Trees.

AIRPORT REMARKS: Unattended. Closes late Oct reopens mid May.

COMMUNICATIONS: CTAF 122.9

KENNEDY N40°37.97' W73°46.28' NOTAM FILE JFK.

NEW YORK

(H) **VOR/DME** 115.9 JFK Chan 106 at John F. Kennedy Intl. 11/12W.

H-101, 12J, L-33B, 34H

VOR/DME unusable:

100°-299° byd 30 NM blo 2000'

060°-099° byd 25 NM blo 2500'

300°-059° byd 30 NM blo 2500'

RCO 122.1R 115.9T (NEW YORK RADIO)

KINGSTON N41°39.93' W73°49.33' NOTAM FILE ISP.

NEW YORK

(L) **VOR/DME** 117.6 IGN Chan 123 242° 3.6 NM to Dutchess Co. 580/12W. HIWAS.

H-101, 12J, L-33B, 34H

VOR unusable 045°-050° byd 35 NM blo 4300' 070°-140° byd 30 NM blo 3400'

RCO 122.1R 117.6T (NEW YORK RADIO)

KINGSTON-ULSTER (20N) 4 N UTC-5(-4DT) N41°59.11' W73°57.86'

NEW YORK

149 S4 **FUEL** 100LL TPA-1200(1051) NOTAM FILE ISP

L-33B, 34I

RWY 15-33: H3100X60 (ASPH) S-12.5 MRL 0.4% up NW

IAP

RWY 15: PAPI(P2L). Thld dsplcd 241'. Tree.

RWY 33: REIL. PAPI(P2L). Thld dsplcd 310'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 15: TORA-3100 TODA-3100 ASDA-3010 LDA-2775

RWY 33: TORA-3100 TODA-3100 ASDA-2939 LDA-2630

AIRPORT REMARKS: Attended Jun-Aug Mon-Thu 1400-2200Z, Jun-Aug Fri 1400-0000Z, Jun-Aug Sat-Sun 1300-0000Z, Sep-May 1400-2200Z, except Thanksgiving, Christmas, and New Years. PAEW adjacent twy/rwy. No runups at Rwy 15 thld. No line of sight between Rwy 33 hold line and acft in final .25 mile of apch to Rwy 33. No flight training or transient 0300-1100Z. Ngt touch and go ldg prohibited. Noise abatement procedures in effect call 845-336-8400. Avoid overflight of housing development adjacent to N end of rwy. Preferred arrival Rwy 33, dep Rwy 15. **ACTIVATE** PAPI Rwy 15 and Rwy 33-123.3. MRL Rwy 15-33, REIL Rwy 33 and twy lgts operate 123.3 dusk-dawn.

WEATHER DATA SOURCES: HIWAS 117.6 IGN.

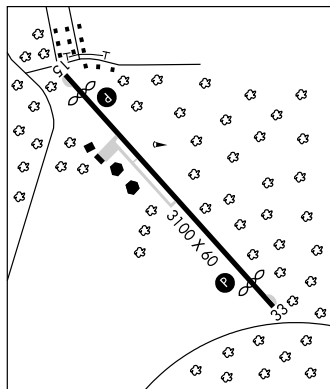
COMMUNICATIONS: CTAF/UNICOM 122.8

® **NEW YORK APP/DEP CON** 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93' W73°49.33' 354° 20.2 NM to fld. 580/12W.

HIWAS.



KLINE KILL (See GHENT)

KLUMP N43°00.01' W78°39.05' NOTAM FILE BUF.

NDB (LOM) 231 BU 234°5.1 NM to Buffalo Niagara Intl.

KNOX (See QUAKER STREET)

| | | | |
|---|------------------------|-----------------------------|--------------------------|
| VOR/DME PWL 114.3 Chan 90 | APP CRS 320° | Rwy Idg TDZE Apt Elev | N/A N/A 149 |
|---|------------------------|-----------------------------|--------------------------|

VOR or GPS-A
KINGSTON-ULSTER (20N)

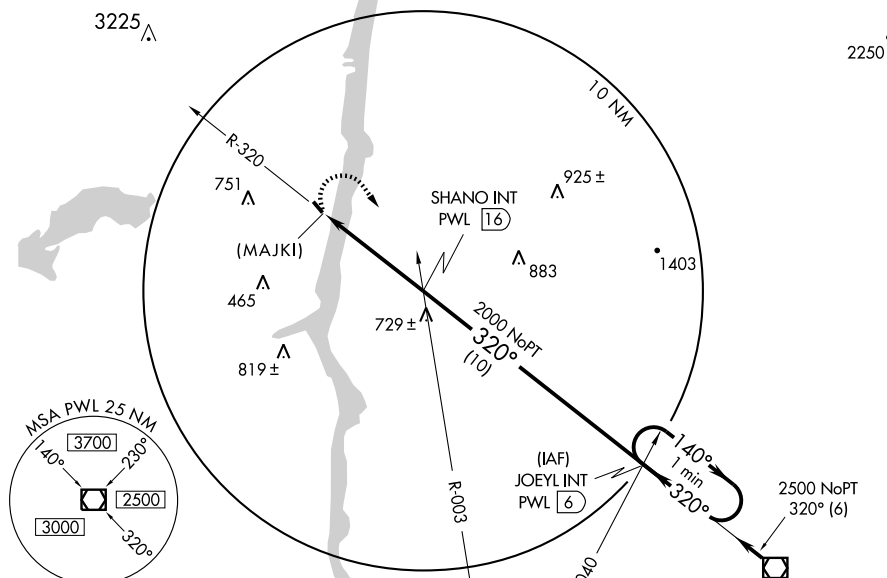
▼ Use Columbia County altimeter setting; if not received,
▲ NA use Newburgh/Stewart Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 via
PWL R-320 to JOEYL Int/PWL 6 DME and hold.

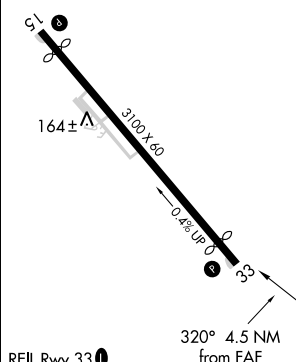
NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF)

123.3 **0**



ELEV **149**



REIL Rwy 33 **0**
MIRL Rwy 15-33 **0**

| FAF to MAP 4.5 NM | | | | | |
|-------------------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

KINGSTON, NEW YORK

Amdt 1 10154

KINGSTON
117.6 IGN **0**
Chan 123

2500
PWL R-320
114.3

JOEYL
INT

(MAJKI)
PWL **20.5**

SHANO INT
PWL **16**
2000

JOEYL INT
PWL **6**

One Minute
Holding Pattern

| CATEGORY | A | B | C | D |
|----------|---------------------------|---|----|---|
| CIRCLING | 1500-1¼ 1351 (1400-1¼) | | NA | |

KINGSTON-ULSTER (20N)

VOR or GPS-A

41°59'N - 73°58'W

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

KOBELT (See WALLKILL)

KRING N42°35.08' W74°59.18' NOTAM FILE UCA.
 NDB (LOM) 279 OZ 236° 5.0 NM to Oneonta Muni.

LA GUARDIA (See NEW YORK)

LAKE PLACID (LKP) 1 SE UTC-5(-4DT) N44°15.87' W73°57.71'

1747 S4 FUEL 100LL NOTAM FILE BTV

RWY 14-32: H4200X60 (ASPH) S-8 MIRL

RWY 14: PAPI(P2L)—GA 3.5° TCH 45'.

RWY 32: REIL. Thld dspcd 1250'.

AIRPORT REMARKS: Attended Mon-Fri 1200-2200Z, Sat-Sun 1400-2200Z. Extensive glider activity. Mountains on both approaches 1-5 miles from runway ends. ACTIVATE MIRL Rwy 14-32 PAPI Rwy 14 and twy lgts—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

BOSTON CENTER APP/DEP CON 120.35

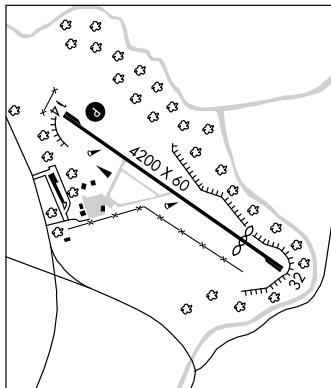
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

BURLINGTON (L) VOR/DME 117.5 BTW Chan 122 N44°23.83' W73°10.95' 272° 34.5 NM to fld. 420/15W. HIWAS.

MONTREAL

L-32G

IAP

**LANCASTER**

BUFFALO-LANCASTER RGNL (BQR) 3 NE UTC-5(-4DT) N42°55.32' W78°36.72'

750 B S6 FUEL 100LL, JET A1 NOTAM FILE BUF

RWY 08-26: H3200X75 (ASPH) MIRL

RWY 08: REIL. PAPI(P2L). Berm.

RWY 26: REIL. PAPI(P2L).

AIRPORT REMARKS: For attendance call 716-683-9536. +28 ft railroad 215 ft S of rwy centerline parallel to Rwy 08-26. ACTIVATE MIRL Rwy 08-26, REIL Rws 08 and 26 and PAPI Rws 08 and 26—CTAF.

COMMUNICATIONS: CTAF/AUNICOM 123.05

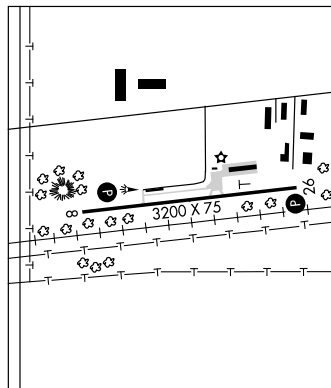
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF

BUFFALO (H) VOR/DME 116.4 BUF Chan 111 N42°55.74' W78°38.78' 113° 1.6 NM to fld. 730/08W.

COMM/NAV/WEATHER REMARKS: Automated UNICOM, 617-262-3825. CInc del thru Flight Services 1-888-766-8267.

DETROIT

L-31E



LEDGEDALE AIRPARK (See BROCKPORT)

| | |
|------------------------|--|
| APP CRS 306° | Rwy Idg TDZE Apt Elev N/A N/A 1747 |
|------------------------|--|

RNAV (GPS) -A

LAKE PLACID (LKP)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Use Saranac Lake altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climb to 5000
direct PUGRE WP and hold.

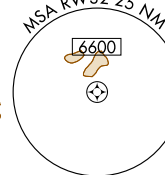
SARANAC LAKE
ASOS
124.175

BOSTON CENTER
120.35 342.25

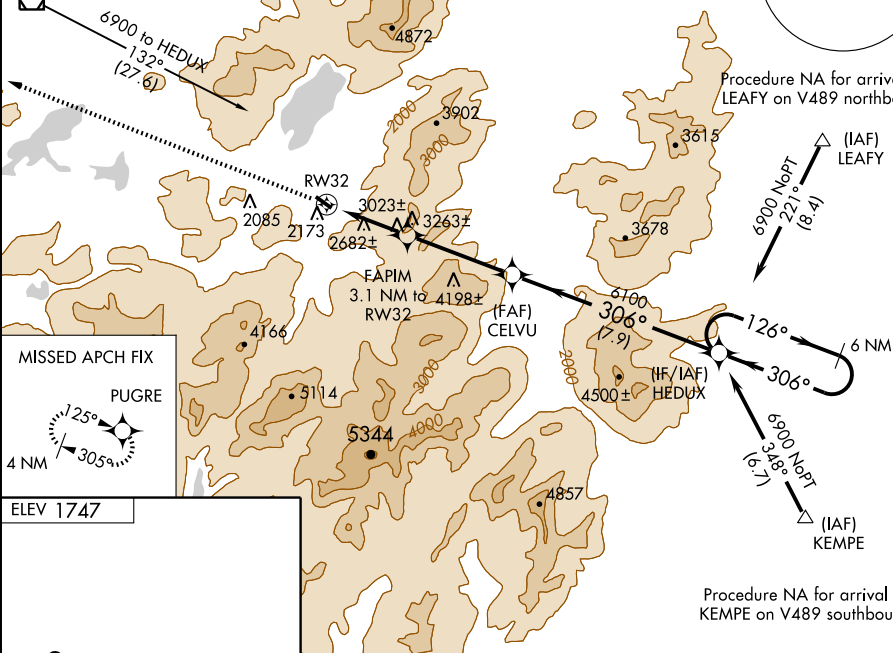
UNICOM
122.8 (CTAF) 0

Procedure NA for arrival at SLK VOR/DME
on V496 westbound, V203 northbound.

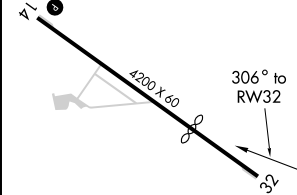
SARANAC LAKE
SLK



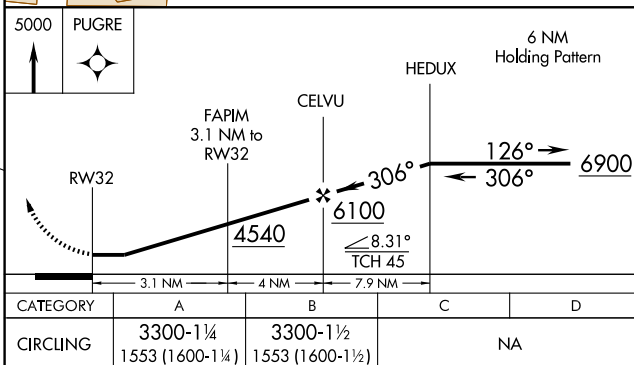
Procedure NA for arrival at
LEAFY on V489 northbound.



ELEV 1747



REIL Rwy 14 and 32
MIRL Rwy 14-32 0



| | | |
|------------------------|--------------------------------|-------------|
| APP CRS 125° | Rwy Idg TDZE 1746 | 4200 |
| | Apt Elev 1747 | |

RNAV (GPS) RWY 14

LAKE PLACID (LKP)

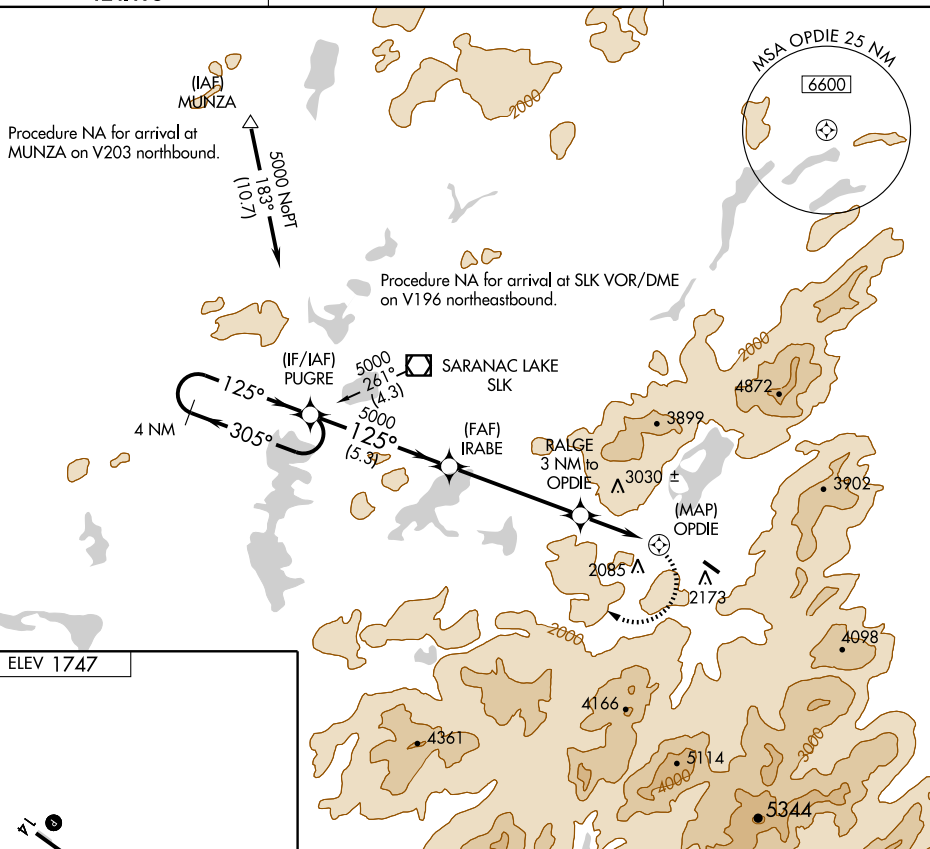
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Use Saranac Lake altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climbing right turn
to 5000 direct PUGRE WP and hold.

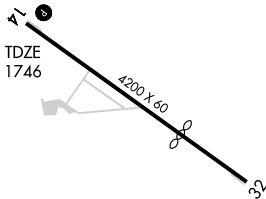
SARANAC LAKE
ASOS
124.175

BOSTON CENTER
120.35 342.25

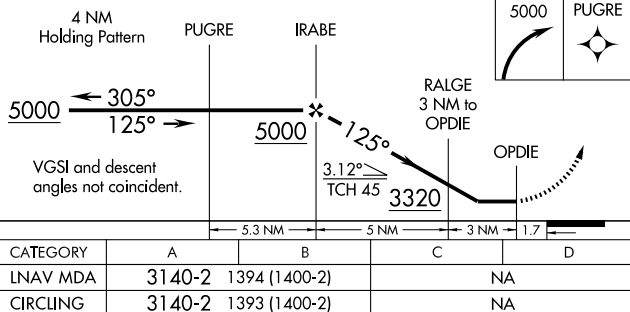
UNICOM
122.8 (CTAF) 0



ELEV 1747



REIL Rwy 14 and 32
MIRL Rwy 14-32 0



LAKE PLACID, NEW YORK
Orig 09015

44°16'N - 73°58'W

LAKE PLACID (LKP)
RNAV (GPS) RWY 14

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

| | | | |
|---|------------------------|-----------------------------|--|
| VOR/DME GEE 108.2 Chan 19 | APP CRS 323° | Rwy Idg TDZE Apt Elev | N/A N/A 785 |
|---|------------------------|-----------------------------|--|

VOR or GPS-A

LE ROY (5G0)

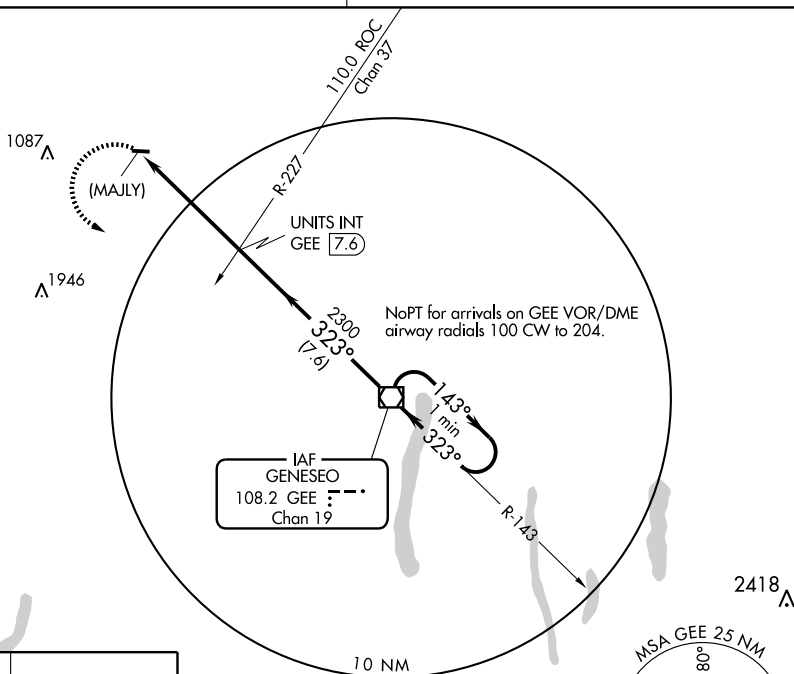


Use Rochester altimeter setting; when not available, procedure not authorized.

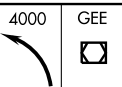
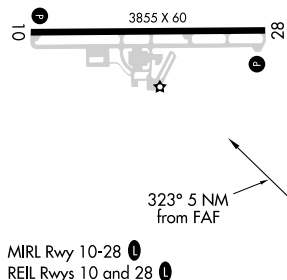
MISSED APPROACH: Climbing left turn to 4000 direct GEE VOR/DME and hold.

ROCHESTER APP CON
123.7 323.3

UNICOM
122.8 (CTAF)



ELEV 785



UNITS INT GEE [7.6]

VOR/DME One Minute Holding Pattern

(MAJLY) GEE [12.6]

2300

143° 323° 4000

5 NM 7.6 NM

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---------|------|------|------|------|------|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

| CATEGORY | A | B | C | D |
|----------|-----------------------|---|----|---|
| CIRCUING | 1400-1 615 (700-1) | | NA | |

LE ROY, NEW YORK
Orig-A 10210

42°59'N - 77°56'W

LE ROY (5G0)

VOR or GPS-A

LE ROY (5G0) 2 E UTC-5(-4DT) N42°58.88' W77°56.12'

780 B S2 FUEL 100LL NOTAM FILE BUF

RWY 10-28: H3855X60 (ASPH) S-12.5 MIRL

RWY 10: REIL. PAPI(P2L)—GA 3.0°. Fence.

RWY 28: REIL. PAPI(P2L)—GA 3.0°.

AIRPORT REMARKS: Attended 1500-2100Z, except State and Federal legal holidays. Deer on and in/ovf arpt. Rwy 28 has +11' fence 280' from rwy. Rwy 10 has +11' fence, 96' left, 326' from rwy. REIL Rwy 10 OTS indef.

ACTIVATE MIRL Rwy 10-28, PAPI Rwy 10 and Rwy 28 and REIL Rwy 10 and Rwy 28—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ROCHESTER APP/DEP CON 123.7

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

GENESED (L) VOR/DME 108.2 GEE Chan 19 N42°50.06' W77°43.97' 324° 12.5 NM to fld. 990/09W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

DETROIT

L-31E, 32F

IAP

LEXINGTON-PRATTSVILLE

MABEN (N00) 2 NW UTC-5(-4DT) N42°16.34' W74°23.64'

1800 B TPA-2600(800) NOTAM FILE BTV

RWY 03-21: 4000X50 (TURF-GRVL) LIRL (NSTD)

RWY 03: Tree.

RWY 21: Tree.

AIRPORT REMARKS: Unattended. Arpt CLOSED indef. Extensive glider activity. Mowed width varies 35 to 50'. Rwy 03-21 turf in some areas, grvl in other areas. Rwy 03-21 NSTD LIRL; rwy lgts portable with blinkers and reflectors. For rwy lgts and rotating bcn call 518-299-3664/3112. Rwy ends marked with white crosses day of inspection, with hay wagon parked on rwy thld and arpt unattended.

COMMUNICATIONS: CTAF 122.8

NEW YORK

LIGHTNING TREE FARM (See MILLBROOK)

LIVINGSTON

GREEN ACRES (1A1) 2 NE UTC-5(-4DT) N42°08.97' W73°45.03'

297 S2 NOTAM FILE BTV

RWY 03-21: 2275X75 (TURF)

RWY 03: Tree.

RWY 21: Tree.

AIRPORT REMARKS: Attended daylight hours.

COMMUNICATIONS: CTAF 122.9

NEW YORK

LOCKPORT

NORTH BUFFALO SUBURBAN (0G0) 3 S UTC-5(-4DT) N43°06.19' W78°42.20'

588 B FUEL 100LL TPA-1401(813) NOTAM FILE BUF

RWY 10-28: H2830X50 (ASPH) S-6 MIRL

RWY 10: Trees.

RWY 28: TRCV(TRIL)—GA 3.0°. Thld dsplcd 355'. P-line.

AIRPORT REMARKS: Attended 1330-0300Z. Rwy safety area 575' by 60' west end. ACTIVATE MIRL Rwy 10-28—123.0. MIRL opr low ints only.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ BUFFALO APP/DEP CON 126.5

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

BUFFALO (H) VOR/DME 116.4 BUF Chan 111 N42°55.74'

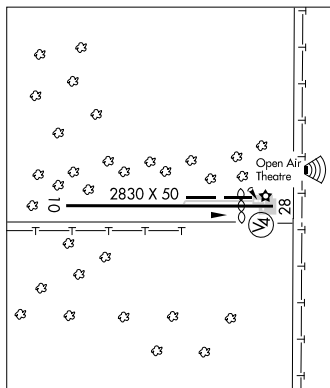
W78°38.78' 355° 10.7 NM to fld. 730/08W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

DETROIT

L-31E

IAP



LOKKS N40°43.74' W73°11.41' NOTAM FILE ISP.

NDB (LOM) 366 IS 060° 5.7 NM to Long Island Mac Arthur. Unmonitored.

LONG ISLAND MAC ARTHUR (See ISLIP)

APP CRS **282°**
 Rwy Idg **2475**
 TDZE **588**
 Apt Elev **588**

RNAV (GPS) RWY 28

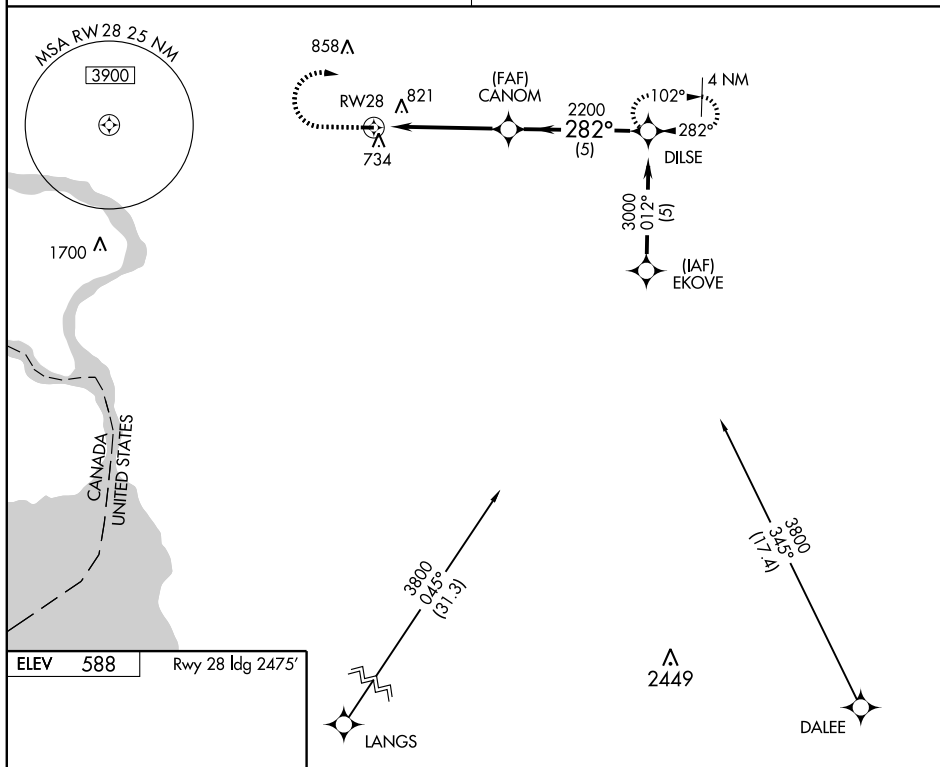
LOCKPORT / NORTH BUFFALO SUBURBAN (ØGØ)

▽ GPS or RNP-0.3 required. DME/DME RNP-0.3 NA
▲ NA Use Buffalo Niagara Intl altimeter setting.
 Procedure not authorized at night.

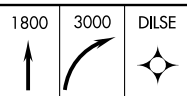
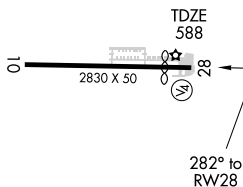
MISSED APPROACH: Climb to 1800, then climbing
 right turn to 3000 direct DILSE WP and hold.

BUFFALO APP CON
126.5 317.6

UNICOM
123.0 (CTAF) Ø



ELEV 588 Rwy 28 Idg 2475'



| | | | | |
|----------|--------|-------------|-------|---|
| | 1800 | 3000 | DILSE | |
| | ↑ | ↷ | ✧ | |
| | | | | |
| CATEGORY | A | B | C | D |
| LNAV MDA | 1120-1 | 532 (600-1) | NA | |
| CIRCLING | 1180-1 | 592 (600-1) | NA | |

MIRL Rwy 10-28 Ø

LONG LAKE

LONG LAKE/HELMS SPB (NY9) 0 N UTC-5(-4DT) N43°58.50' W74°25.23'

NEW YORK

1629 S2 FUEL 100LL NOTAM FILE BUF

WATERWAY NE-SW: 15000X1500 (WATER)

SEAPLANE REMARKS: Attended Apr-Nov 1300Z±-dusk. Bridge across lake (Route 30) 500' NW of base. Do not taxi under bridge at high water levels; possible at low water level; stay to west (high) side of bridge. Water levels may vary +/- 10'. P-line at base and building across from base; +50' p-lines along road and bridge (Route 30). One rwy north of bridge and the other rwy south of bridge.

COMMUNICATIONS: CTAF/UNICOM 122.8

LONG LAKE: SAGAMORE SPB AND MARINA (KØ3) 1N UTC-5(-4DT)

NEW YORK

N43°58.14' W74°25.73'

1629 NOTAM FILE BUF

WATERWAY ALL WAY: 15000X2000 (WATER)

SEAPLANE REMARKS: Attended April-Nov dawn-dusk. Major rwy orientation is NE-SW. Do not taxi under bridge at high water levels; possible at low water levels. Stay to west (high) side of bridge. Water levels vary +/- 10'. Access to Sagamore Base from land side via Sagamore Road off of Rt 30 north of US Post Office on east side. One rwy north of bridge; another rwy south of bridge. Bridge across lake (Route 30) and building across road. +50' p-lines along road and bridge (Route 30). Sagamore Base located ¼ mile south of bridge on east shore. SPB located 60 NM east of Carthage, NY.

COMMUNICATIONS: CTAF/UNICOM 122.8

LT. WARREN EATON (See NORWICH)

LUFKER (See EAST MORICHES)

LUTHER (See CHITTENANGO)

MABEN (See LEXINGTON-PRATTSVILLE)

MALONE-DUFORT (MAL) 2 W UTC-5(-4DT) N44°51.22' W74°19.74'

MONTREAL

790 B TPA-1590(800) NOTAM FILE BTW

L-326

RWY 05-23: H4000X100 (ASPH) MIRL 0.4% up SW

IAP

RWY 05: REIL. Pole. RWY 23: REIL. Trees.

RWY 14-32: H3245X75 (ASPH) MIRL 0.9% up SE

RWY 32: Tree.

AIRPORT REMARKS: Attended Apr-Nov, Sat-Sun and Holidays, other times call 518-483-2431. Rwy 14-32 has snow removal but visual inspection and NOTAM check must be done as town roads are plowed before arpt. Haying activity and equipment present Jun-Sept. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 05-23, Rwy 14-33, and twy lgtS-CTAF. Rwy 05 REIL out of svc indefinitely.

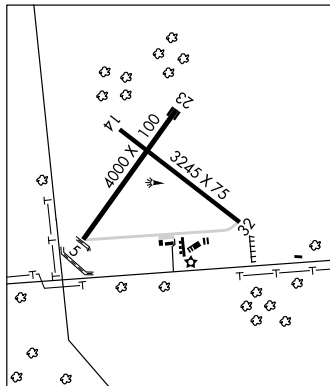
COMMUNICATIONS: CTAF/UNICOM 122.8

® BOSTON CENTER APP/DEP CON 135.25

RADIO AIDS TO NAVIGATION: NOTAM FILE MSS.

MASSENA (H) VORTACW 114.1 MSS Chan 88 N44°54.87'

W74°43.36' 116° 17.2 NM to fld. 200/14W. HIWAS.



MARCY FLD (See KEENE)

APP CRS **052°**
 Rwy Idg **4000**
 TDZE **770**
 Apt Elev **790**

GPS RWY 5

MALONE-DUFORT (MAL)



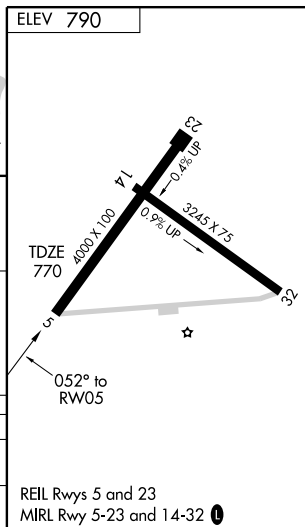
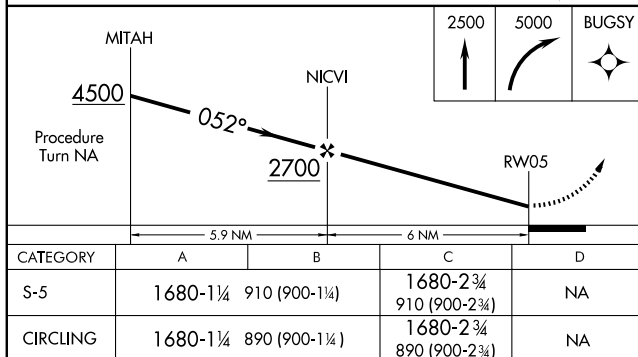
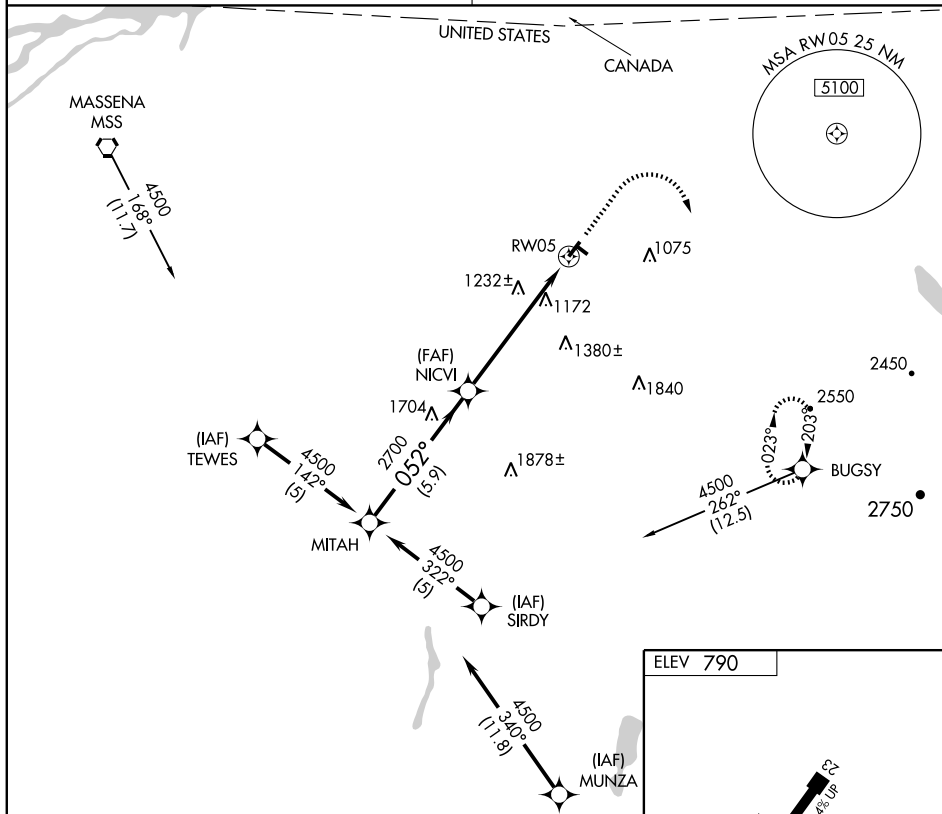
NA

Use Massena Intl-Richards Field altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing
 right turn to 5000 direct BUGSY WP and hold.

BOSTON CENTER
135.25 377.1

UNICOM
122.8 (CTAF) 0



| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4000 |
| 232° | TDZE | 769 |
| | Apt Elev | 790 |

GPS RWY 23

MALONE-DUFORT (MAL)



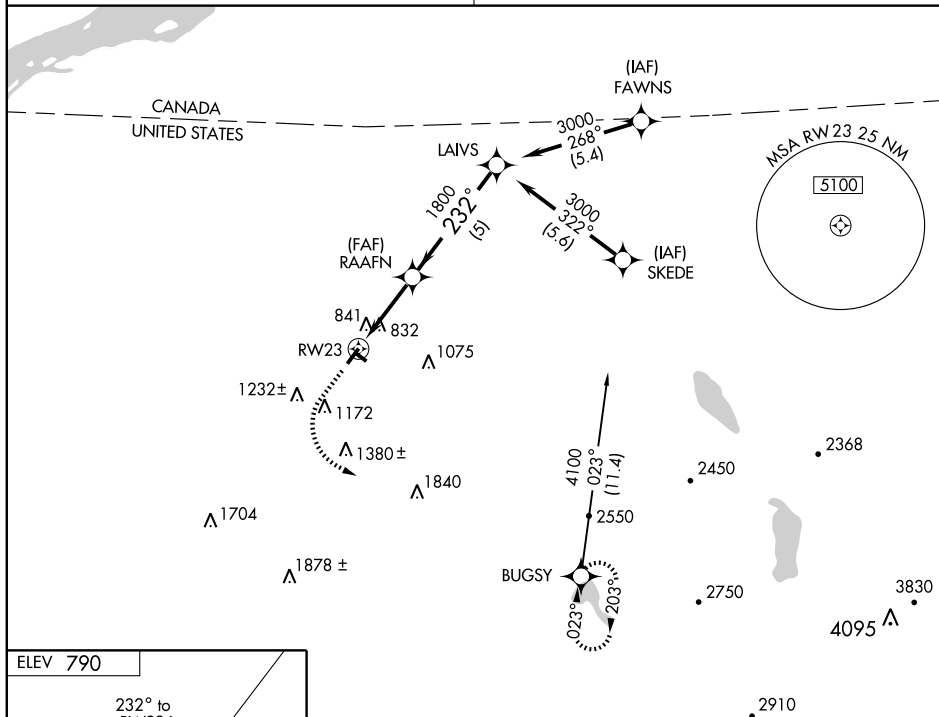
NA

Use Massena Intl-Richards Field altimeter setting.

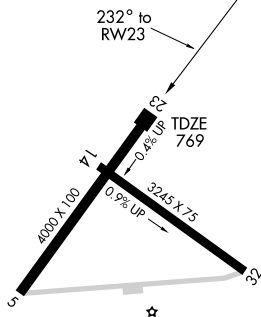
MISSED APPROACH: Climb to 2500 then climbing left turn to 5000 direct BUGSY WP and hold.

BOSTON CENTER
135.25 377.1

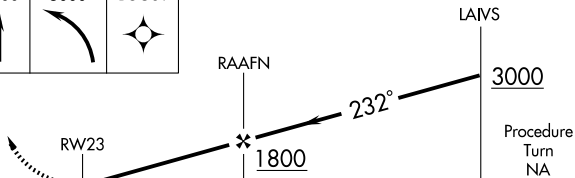
UNICOM
122.8 (CTAF) 0



ELEV 790



| | | |
|------|------|-------|
| 2500 | 5000 | BUGSY |
|------|------|-------|



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-------------------------|----|
| S-23 | 1280-1 | 511 (500-1) | 1280-1½ 511 (500-1½) | NA |
| CIRCLING | 1500-1 710 (800-1) | 1520-1 730 (800-1) | 1520-2 730 (800-2) | NA |

MASSENA INTL—RICHARDS FLD (MSS) 2 E UTC-5(-4DT) N44°56.15' W74°50.73'**MONTREAL**

215 B S1 FUEL 100LL, JET A AOE Class II, ARFF Index A NOTAM FILE MSS

H-11C, 12K, L-32G

RWY 05-23: H5600X100 (ASPH-GRVD) S-30, D-50, 2D-76 PCN 20 F/C/X/T HIRL 0.3% up NE

IAP

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 59'. Tree.

RWY 09-27: H4000X100 (ASPH-GRVD) S-30, D-50, 2D-76 MIRL

RWY 09: Trees.

RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-5600 TODA-5600 ASDA-5600 LDA-5600

RWY 09: TORA-4000 TODA-4000 ASDA-4000 LDA-4000

RWY 23: TORA-5600 TODA-5600 ASDA-5600 LDA-5600

RWY 27: TORA-4000 TODA-4000 ASDA-4000 LDA-4000

AIRPORT REMARKS: Attended Mon 1230-2100Z, Tues-Fri

1230-2200Z, Sat 1330-2200Z. Unattended holidays. Birds and deer on and in vicinity of airport particularly during poor weather periods. 421 ft lgtd/marked twr 6000 ft S of arpt. Rwy conditions reported during normal hours of ops. PPR 24 hours for air carrier ops with more than 30 passenger seats; call arpt manager 315-769-7605. Rwy 05 and Rwy 09-27 first 50' not grvd. Overnight acft parking avbl at terminal apron. After

attendance hrs vehicle and pedestrian access to FBO apron and hangar only avbl with key card for automatic gate. ACTIVATE HIRL Rwy 05-23, MIRL Rwy 09-27, PAPI Rwy 23, Rwy 05 and Rwy 27, REIL Rwy 05 and Rwy 27 and twy lghts—CTAF. Rwy 05-23 and 09-27 first 50 ft not grvd. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS 128.075 (315) 764-0481. HIWAS 114.1 MSS.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.2 (BURLINGTON RADIO)

Ⓡ BOSTON CENTER APP/DEP CON 135.25

RADIO AIDS TO NAVIGATION: NOTAM FILE MSS.

(H) VORTACW 114.1 MSS Chan 88 N44°54.87' W74°43.36' 298° 5.4 NM to fld. 200/14W. HIWAS.

VOR portion unusable:

056°-066° blo 14000'

067°-260°

261°-271° blo 18000'

261°-271° byd 38 NM

272°-055°

MISSE NDB (LOM) 278 MS N44°51.25' W74°54.95' 045° 5.8 NM to fld. Unmonitored.

ILS 108.7 I-MSS Rwy 05 Class IT. LOM MISSE NDB. ILS unmonitored.

**MATTITUCK** (21N) 1 SE UTC-5(-4DT) N40°59.26' W72°31.14'**NEW YORK**

30 S6 FUEL 100LL NOTAM FILE ISP

COPTER

RWY 01-19: H2200X60 (ASPH)

RWY 01: Trees. RWY 19: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2130Z. All training operations, take-off and landing practice and night operations are prohibited. Deer on and in vicinity of arpt. Rwy 01-19 sprayed asph and pebble mixture and asph. Rwy 19 extensive pavement rutting at centerline 240'-350' from thld. Segmented circle has no tfc pattern indicator.

COMMUNICATIONS: CTAF 122.9**MAYVILLE****DART** (D79) 2 E UTC-5(-4DT) N42°16.09' W79°28.90'**DETROIT**

1330 TPA-2130(800) NOTAM FILE BUF

RWY 13-31: 2750X60 (TURF)

RWY 13: P-line. RWY 31: P-lines.

RWY 06-24: 1840X60 (TURF)

RWY 06: Tree. RWY 24: P-lines.

AIRPORT REMARKS: Attended daylight hours. Extensive glider ops on and in vicinity of arpt. Ultralight activity on and in vicinity of arpt.

COMMUNICATIONS: CTAF 122.9**COMM/NAV/WEATHER REMARKS:** Cinc del thru Flight Services 1-888-766-8267.

| | | | |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-MSS 108.7 | APP CRS 045° | Rwy Idg TDZE Apt Elev | 5600 205 222 |
|---------------------------|------------------------|-----------------------------|---|

ILS or LOC RWY 5

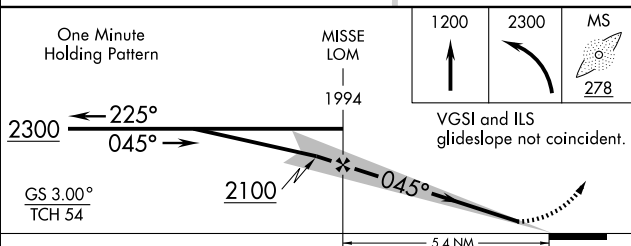
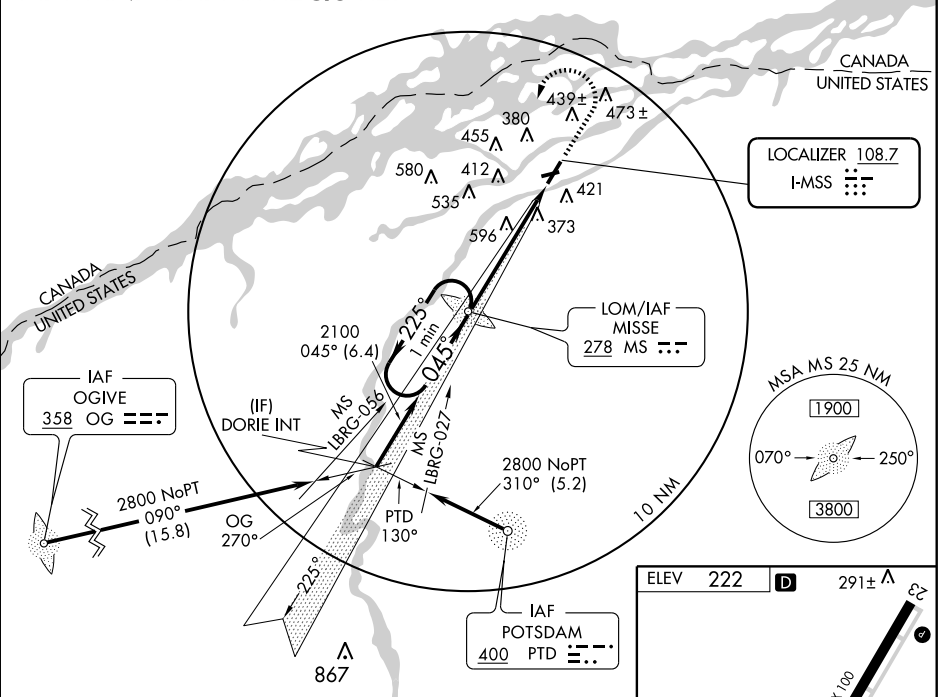
MASSENA INTL-RICHARDS FIELD (MSS)

▼ Circling to Rwy 9-27 NA at night. When VGSI Inop, Circling Rwy 23 NA at night. Visibility reduction by helicopters NA. ADF required. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all DA 481 feet and all MDA 500 feet; increase S-ILS all Cats visibility $1\frac{3}{4}$ miles and S-LOC Cat A visibility $\frac{1}{4}$ mile, Cat B $\frac{1}{2}$ mile, Cat C $1\frac{1}{2}$ miles and Cat D $1\frac{1}{4}$ miles; increase Circling Cat A visibility $\frac{1}{4}$ mile, Cat B $\frac{1}{2}$ mile, Cat C $1\frac{1}{2}$ miles and Cat D $\frac{3}{4}$ mile.

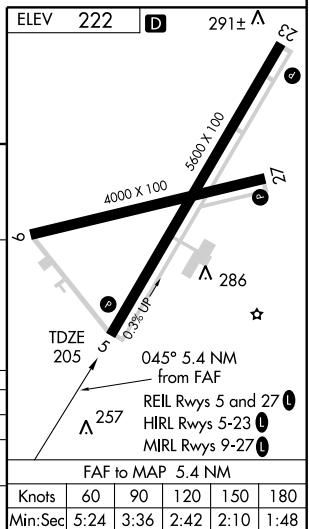
MISSED APPROACH: Climb to 1200 then climbing left turn to 2300 direct MISSE LOM and hold.

| | | |
|------------------------|--------------------------------------|---------------------------------|
| ASOS 128.075 | BOSTON CENTER 135.25 377.1 | UNICOM 123.0 (CTAF) 0 |
|------------------------|--------------------------------------|---------------------------------|

ADF AND RADAR REQUIRED



| CATEGORY | A | B | C | D |
|----------|-------|--------------------|---|---|
| S-ILS 5 | | 455- $\frac{3}{4}$ | 250 (300- $\frac{3}{4}$) | |
| S-LOC 5 | 800-1 | 595 (600-1) | 800-1 $\frac{1}{2}$ 595 (600-1 $\frac{1}{2}$) | 800-1 $\frac{3}{4}$ 595 (600-1 $\frac{3}{4}$) |
| CIRCLING | 800-1 | 578 (600-1) | 800-1 $\frac{1}{2}$ 578 (600-1 $\frac{1}{2}$) | 900-2 $\frac{1}{4}$ 678 (700-2 $\frac{1}{4}$) |



| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 70303 W05A | APP CRS 045° | Rwy Idg TDZE Apt Elev | 5600 205 222 |
|--|------------------------|-----------------------------|---|

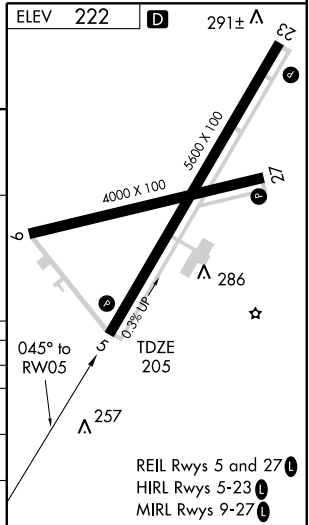
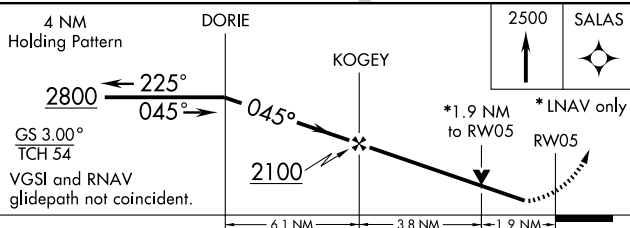
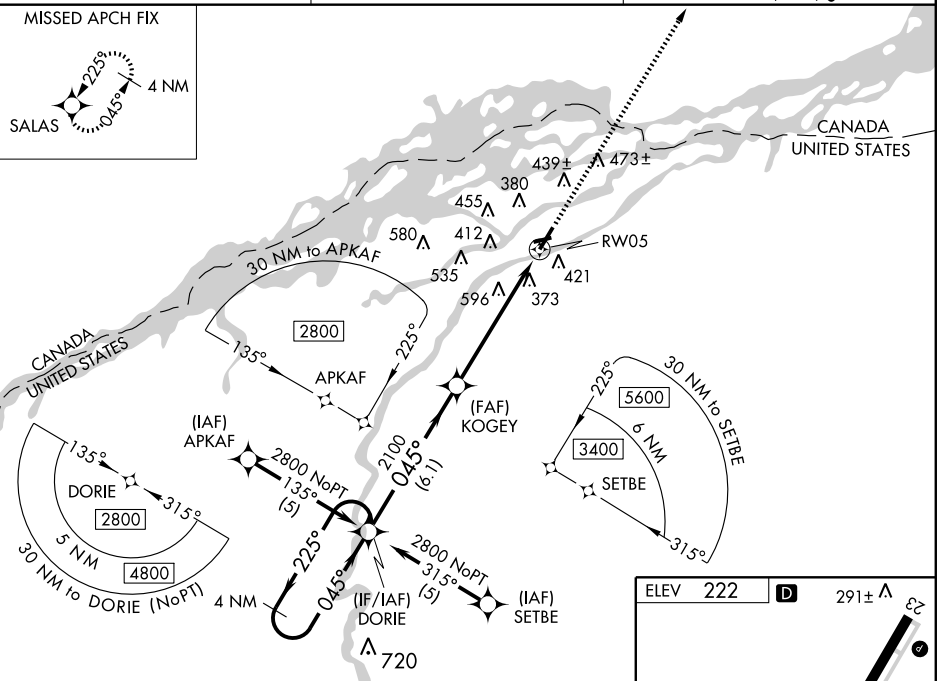
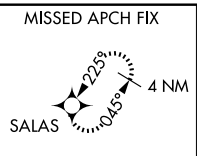
RNAV (GPS) RWY 5

MASSENA INTL-RICHARDS FIELD (MSS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Saranac Lake altimeter setting. Circling to Rwy 9-27 NA at night. When VGSI inop, Circling Rwy 23 NA at night. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all DA 481 feet and all MDA 500 feet; increase LPV all Cats visibility 1 ¼ miles, LNAV/VNAV all Cats visibility 2 ¼ miles, LNAV Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1 ¼ miles and Cat D 1 mile, and increase Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1 ¼ miles and Cat D ¾ mile.

MISSED APPROACH:
Climb to 2500 direct SALAS and hold.

| | | |
|------------------------|--------------------------------------|--|
| ASOS 128.075 | BOSTON CENTER 135.25 377.1 | UNICOM 123.0 (CTAF) 1 |
|------------------------|--------------------------------------|--|



| CATEGORY | A | B | C | D |
|--------------|-----------------------|-----------------------|-----------------------|---|
| LPV DA | 495-1 290 (300-1) | | | |
| LNAV/VNAV DA | 968-2 ¾ 763 (800-2 ¾) | | | |
| LNAV MDA | 860-1 655 (700-1) | 860-1 ¾ 655 (700-1 ¾) | 860-2 655 (700-2) | |
| CIRCLING | 860-1 638 (700-1) | 860-1 ¾ 638 (700-1 ¾) | 900-2 ¼ 678 (700-2 ¼) | |

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4000 |
| 075° | TDZE | 205 |
| | Apt Elev | 222 |

RNAV (GPS) RWY 9

MASSENA INTL-RICHARDS FIELD (MSS)

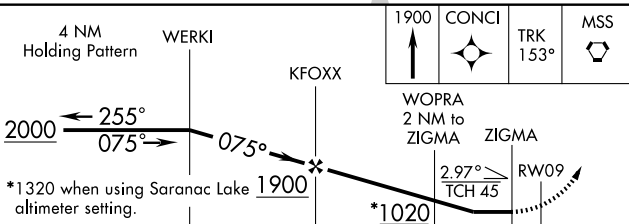
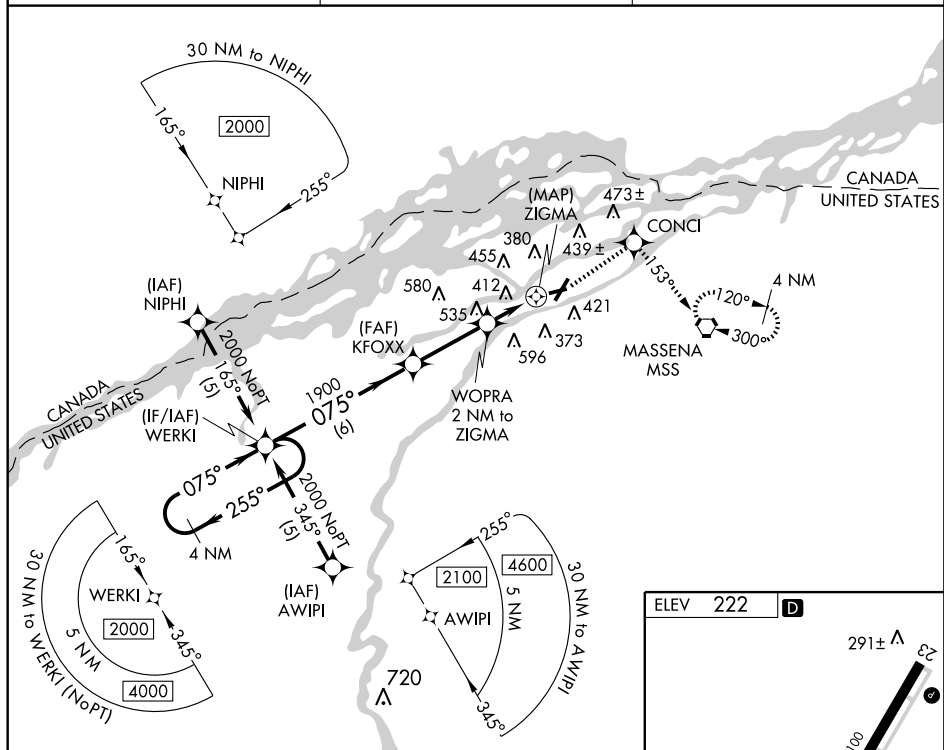
▼ Circling to Rwy 27 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all MDA 500 feet, increase LNAV Cat A visibility $\frac{1}{4}$ mile, Cat B $\frac{1}{2}$ mile, Cat C $1\frac{1}{4}$ miles, Cat D $1\frac{1}{2}$ miles, Circling Cat A $\frac{1}{4}$ mile, Cat B $\frac{1}{2}$ mile, Cat C $1\frac{1}{2}$ miles, and Cat D $\frac{3}{4}$ mile. Straight-in/Circling Rwy 9 NA at night. When VGSI Inop, Circling to Rwy 23 NA at night. Straight-in minima NA when using Saranac Lake altimeter setting.

MISSED APPROACH:
Climb to 1900 direct
CONCI and via track
153° to MSS VORTAC
and hold.

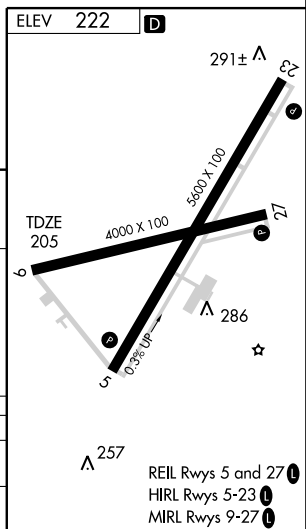
ASOS
128.075

BOSTON CENTER
135.25 377.1

UNICOM
123.0 (CTAF) 0



| CATEGORY | A | B | C | D |
|----------|-------|-------------|---|---|
| LNAV MDA | 680-1 | 475 (500-1) | 680-1 $\frac{1}{4}$ 475 (500-1 $\frac{1}{4}$) | 680-1 $\frac{1}{2}$ 475 (500-1 $\frac{1}{2}$) |
| CIRCLING | 740-1 | 518 (600-1) | 800-1 $\frac{1}{2}$ 578 (600-1 $\frac{1}{2}$) | 900-2 $\frac{1}{4}$ 678 (700-2 $\frac{1}{4}$) |



| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 5600 |
| 225° | TDZE | 222 |
| | Apt Elev | 222 |

RNAV (GPS) RWY 23

MASSENA INTL-RICHARDS FIELD (MSS)

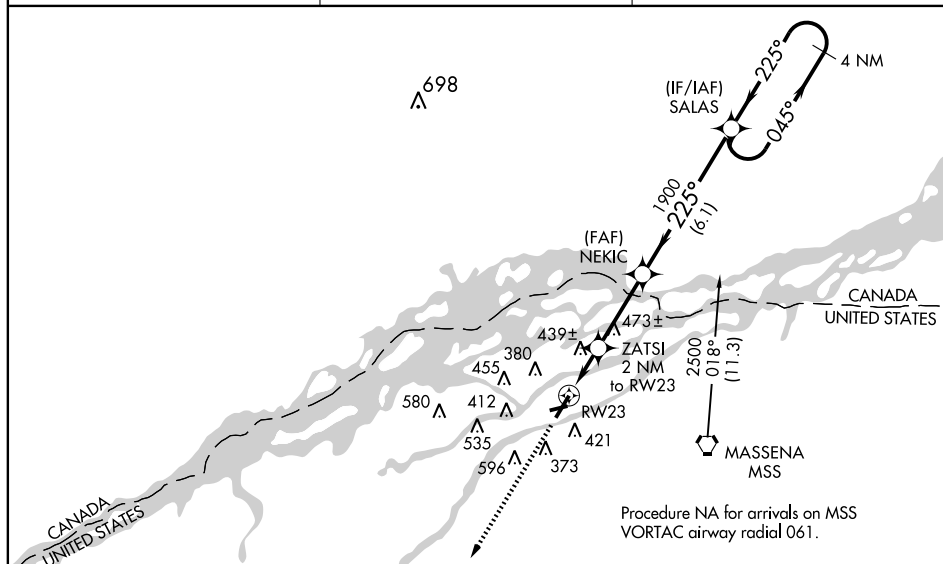
T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 9-27 NA at night. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all MDA 500 feet; increase Circling Cat A visibility $\frac{1}{4}$ mile, Cat B $\frac{1}{2}$ mile, Cat C $1\frac{1}{2}$ miles and Cat D $\frac{3}{4}$ mile. Straight-in minima NA when using Saranac Lake altimeter setting. When VGSI inop, Straight-in/Circling Rwy 23 NA at night.

MISSED APPROACH:
Climb to 2800 direct
DORIE and hold.

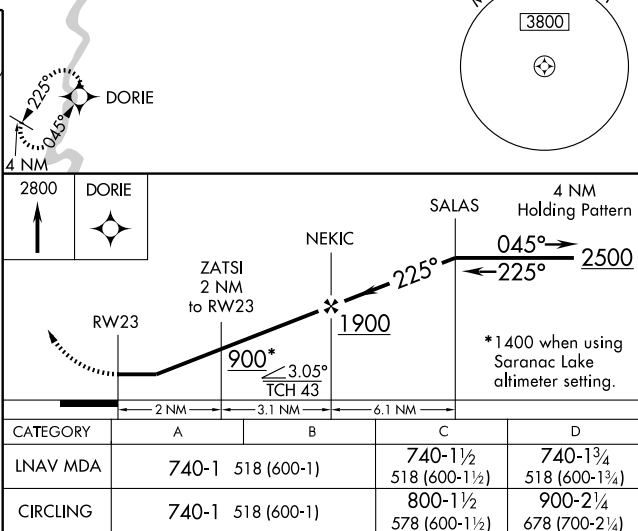
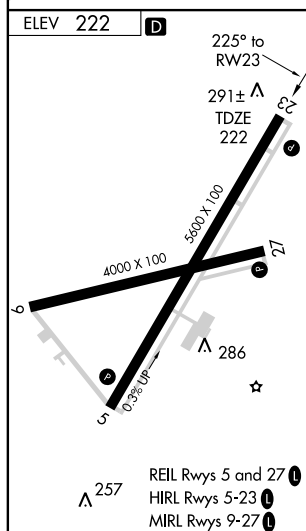
ASOS
128.075

BOSTON CENTER
135.25 377.1

UNICOM
123.0 (CTAF) **L**



Procedure NA for arrivals on MSS
VORTAC airway radial 061.



MASSENA, NEW YORK

Amdt 1 11FEB10

MASSENA INTL-RICHARDS FIELD (MSS)

RNAV (GPS) RWY 23

44°56'N - 74°51'W

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

APP CRS **270°**
Rwy Idg **4000**
TDZE **205**
Apt Elev **222**

RNAV (GPS) RWY 27

MASSENA INTL-RICHARDS FIELD (MSS)

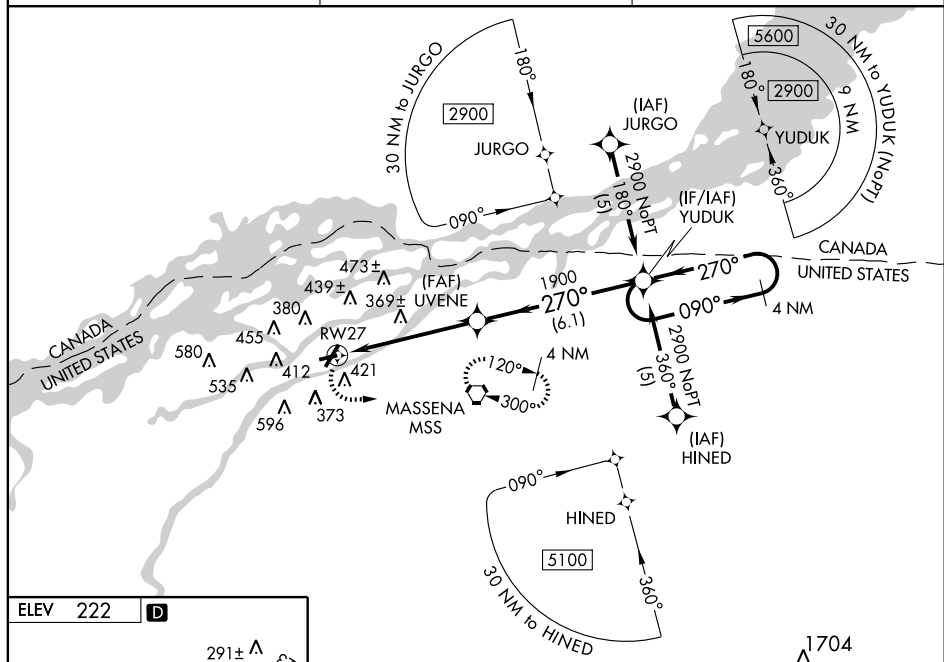
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all MDA 500 feet; increase LNAV Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1 ¼ mile, and Cat D 1 ½ mile, increase Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C visibility 1 ½ mile, and Cat D ¾ mile. Circling to Rwy 9 NA at night. When VGSI inop, Circling to Rwy 23 NA at night. When VGSI inop, Straight-in/Circling Rwy 27 NA at night.

MISSED APPROACH:
Climbing left turn to 1900 direct MSS VORTAC and hold.

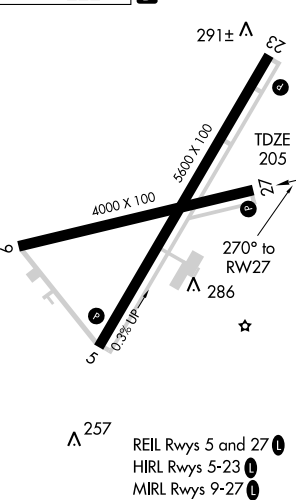
ASOS
128.075

BOSTON CENTER
135.25 377.1

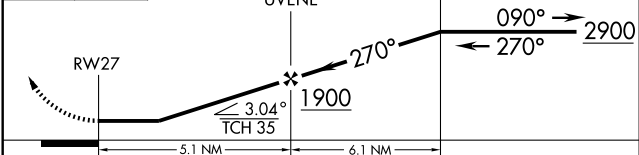
UNICOM
123.0 (CTAF) 0



ELEV **222** **D**



1900 MSS



| CATEGORY | A | B | C | D |
|----------|-------|-------------|--------------------------|--------------------------|
| LNAV MDA | 680-1 | 475 (500-1) | 680-1 ¼ 475 (500-1 ¼) | 680-1 ½ 475 (500-1 ½) |
| CIRCLING | 740-1 | 518 (600-1) | 800-1 ½ 578 (600-1 ½) | 900-2 ¼ 678 (700-2 ¼) |

MECHANICVILLE

BURRELLO-MECHANICVILLE (K27) 1 SE UTC-5(-4DT) N42°53.59' W73°40.11'

NEW YORK

L-33B, 34I

195 NOTAM FILE BTV

RWY 14-32: 2600X21 (ASPH-GRVL)

RWY 14: Tree. RWY 32: Tree.

AIRPORT REMARKS: Unattended. Ultraigt on and invof arpt. Rwy 32 first 500' excessive grass in cracks. Rwy 14-32 southeast 1800' asph, northwest 800' alternating gravel, turf and gravel. First 800' Rwy 14 grvl. 40' dropoff 16' from SE edge Rwy 32.

COMMUNICATIONS: CTAF 122.9

MIDDLESEX VALLEY (4N2) 1 NW UTC-5(-4DT) N42°42.57' W77°16.53'

DETROIT

735 S2 NOTAM FILE BUF

Not insp.

RWY 03-21: 2130X175 (TURF)

RWY 03: Tree. RWY 21: Tree.

AIRPORT REMARKS: Attended SR-SS. Rwy 03-21 marked with barrels at rwy ends. Rwy 03-21 +4' fence located along east rwy edge. Rwy 03-21 not plowed in winter.

COMMUNICATIONS: CTAF/UNICOM 122.7**COMM/NAV/WEATHER REMARKS:** Cinc del thru Buffalo Flight Services 1-888-766-8267.

MIDDLETOWN

RANDALL (Ø6N) 2 SE UTC-5(-4DT) N41°25.91' W74°23.49'

NEW YORK

L-33A, 34H

IAP

523 FUEL 100LL NOTAM FILE ISP

RWY 08-26: H2811X60 (ASPH) S-25 MIRL 0.6% up E

RWY 08: PAPI(P2L). Thld dsplcd 563'. Road.

RWY 26: PAPI(P2L). Ground.

AIRPORT REMARKS: Unattended. Call manager. Fuel avbl for based acft owners with special key. Heavy glider and hang glider activity on weekends and holidays. Ultraigt in and around vicinity of arpt. Cranes 300' AGL 1 NM east AER 26. 200' safety area Rwy end 26. For MIRL and PAPI Rwy 08-26 call 845-343-5965. Thld lgts rgt of dspld thld covered when lgts are not on. Call arpt manager for rwy lgts at 845-343-5965. Rwy 08-26 surface treatment: single wheel strength is 12.5.

COMMUNICATIONS: CTAF/UNICOM 122.8

HUGUENOT RCO 122.1R 116.1T (NEW YORK RADIO).

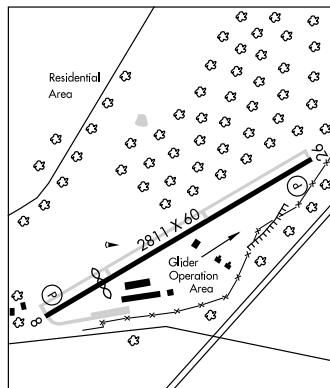
Ⓡ NEW YORK APP/DEP CON 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

HUGUENOT (H) VOR/DME 116.1 HUO Chan 108 N41°24.58'

W74°35.50' 093° 9.1 NM to fld. 1300/11W.

OTIMS NDB (LOM) 353 MG N41°26.71' W74°17.47' 274° 4.6 NM to fld. NOTAM FILE MGJ.



MIDLAKES (See GORHAM)

NDB RWY 26

MIDDLETOWN/ RANDALL (Ø6N)

LOM MG **353**
 APP CRS **275°**
 Rwy Idg **2811**
 TDZE **523**
 Apt Elev **523**

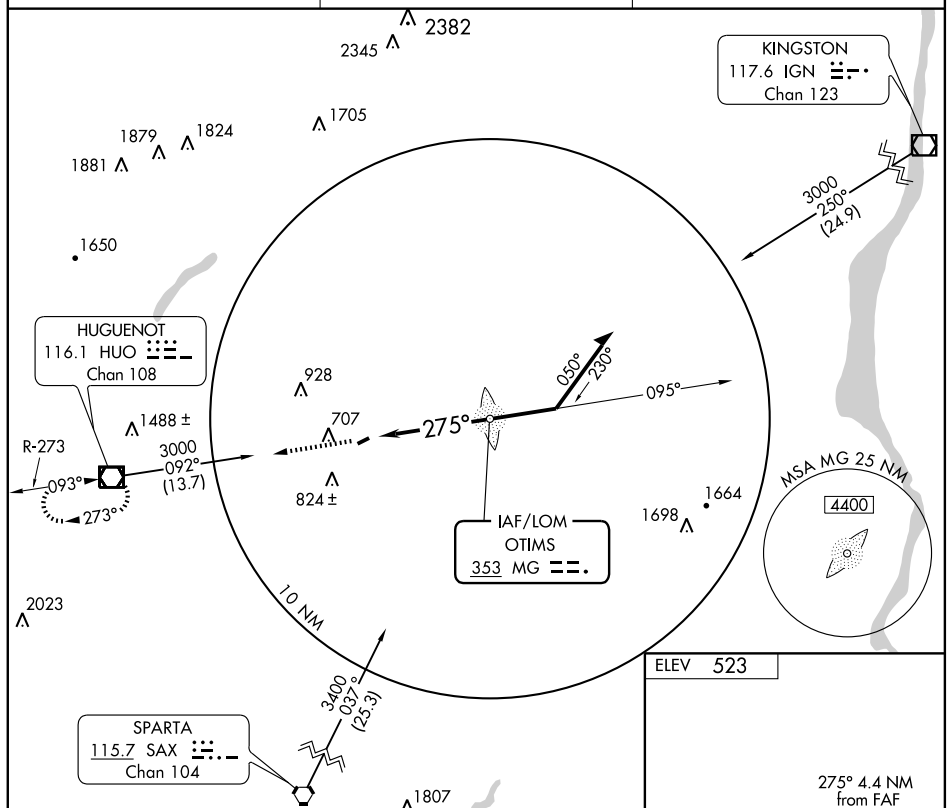
Procedure NA at night.
 Use Orange County altimeter setting.

MISSED APPROACH: Climb to 3500
 direct HVO VOR/DME and hold.

ORANGE COUNTY ASOS
119.275

NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF)



ELEV 523

3500
 ↑

HVO
 116.1

OTIMS

LOM

Remain
 within 5 NM

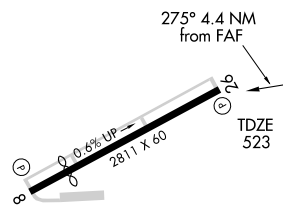
2700

2000

≤ 3.09°
 TCH 40

4.4 NM

| CATEGORY | A | B | C | D |
|----------|-----------------------|---|----|---|
| S-26 | 1200-1 677 (700-1) | | NA | |
| CIRCLING | 1200-1 677 (700-1) | | NA | |



MIRL Rwy 8-26

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---------|------|------|------|------|------|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

APP CRS
075°

Rwy Idg **2248**
TDZE **523**
Apt Elev **523**

RNAV (GPS) RWY 8
MIDDLETOWN / RANDALL (Ø6N)

▼ DME/DME RNP -0.3 NA.
▲ NA Procedure NA at night.
Use Orange County altimeter setting.

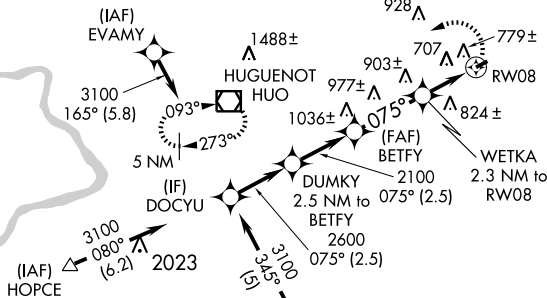
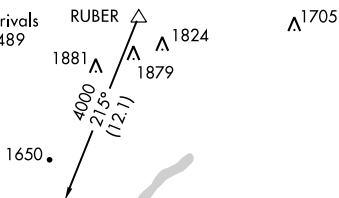
MISSED APPROACH: Climbing left turn to
3500 direct HUO VOR/DME and hold.

ORANGE COUNTY ASOS
119.275

NEW YORK APP CON
132.75 363.1

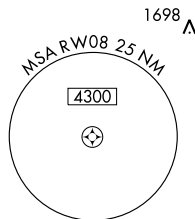
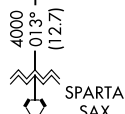
UNICOM
122.8 (CTAF)

Procedure NA for arrivals
at RUBER via V205-489
Northbound.

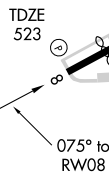
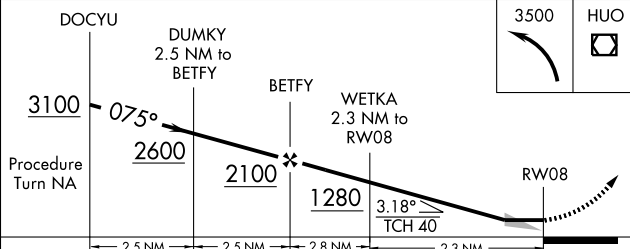


Procedure NA for arrivals at
HOPCE via V162 Southwest bound.

Procedure NA for arrivals at
SAX VORTAC on airway
radials 311 CW 029.



ELEV **523**



| CATEGORY | A | B | C | D |
|-----------|-----------------------|----|---|---|
| LNNAV MDA | 1080-1 557 (600-1) | NA | | |
| CIRCLING | 1180-1 657 (700-1) | NA | | |

MIRL Rwy 8-26

| | |
|------------------------|------------------------|
| APP CRS 255° | Rwy Idg 2811 |
| | TDZE 523 |
| | Apt Elev 523 |

RNAV (GPS) RWY 26

MIDDLETOWN / RANDALL (Ø6N)

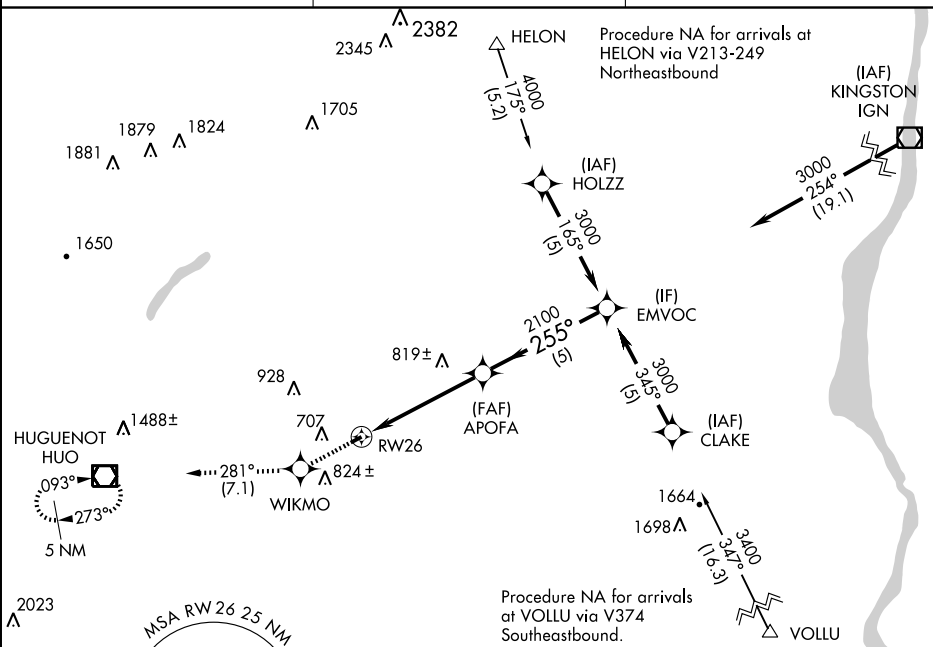
▼ DME/DME RNP -0.3 NA.
▲ NA Procedure NA at night.
 Use Orange County altimeter setting.

MISSED APPROACH: Climb to 3500 direct WIKMO and
 right turn via 281° track to HUO VOR/DME and hold.

ORANGE COUNTY ASOS
119.275

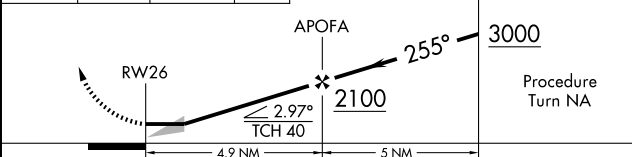
NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF)



ELEV 523

| | | | |
|-----------|------------|---------------|----------|
| 3500 ↑ | WIKMO ✧ | TRK 281° ↗ | HUO ◻ |
|-----------|------------|---------------|----------|



| CATEGORY | A | B | C | D |
|-----------|-----------------------|---|----|---|
| LNNAV MDA | 1120-1 597 (600-1) | | NA | |
| CIRCLING | 1180-1 657 (700-1) | | NA | |

MIRL Rwy 8-26

MILLBROOK

SKY ACRES (44N) 6 SW UTC-5(-4DT) N41°42.45' W73°44.28'

698 S4 **FUEL** 100LL NOTAM FILE ISP

RWY 17-35: H3830X60 (ASPH) S-20 MIRL 1.3% up S

RWY 17: Trees. **RWY 35:** PAPI(P4L). Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-2100Z, Sat-Sun 1300-2130Z. Self-svc fuel avbl 24 hrs. Rwy 17-35 safety areas have 30 ft dropoffs sloping 20 ft from thld at both ends. Parallel twy not lgtd. Rwy 35 PAPI OTS indef. ACTIVATE MIRL Rwy 17-35 and PAPI Rwy 35-122.8.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **NEW YORK APP/DEP CON** 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

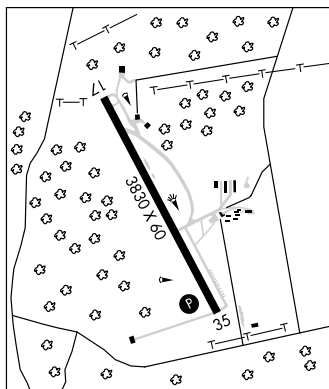
KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93'

W73°49.33' 068° 4.5 NM to fld. 580/12W. **HIWAS.**

NEW YORK

L-33B, 34I

IAP



MISSE N44°51.25' W74°54.95' NOTAM FILE MSS.

NDB (LOM) 278 MS 045° 5.8 NM to Massena Intl-Richards Fld. Unmonitored.

MONTREAL

L-32G

MONGA N41°46.00' W74°51.64' NOTAM FILE MSV.

NDB (MHW/LOM) 359 MS 155° 4.9 NM to Sullivan Co. Intl.

NEW YORK

L-33A, 34H

MONTAUK (MTP) 3 NE UTC-5(-4DT) N41°04.59' W71°55.25'

6 NOTAM FILE MTP

RWY 06-24: H3481X75 (ASPH) MIRL

RWY 06: Thld dspcd 537'. Trees.

RWY 24: Thld dspcd 457'. Dune. Rgt tfc.

AIRPORT REMARKS: Attended Apr-Oct dalgt hours, other times irregularly. Arpt CLOSED to helicopter ops SS-SR; PPR. Helicopters call for prior permission to land on ramp area. Arpt CLOSED to jet acft except PPR call arpt manager 631-668-3738. Deer occasionally on or in vicinity of arpt. Rwy 24 no touch and go. Rwy 06 has +18' brush along rwy edge 90' left and +26' pole 400' from thld 79' left. Rwy 24 has +21' brush along rwy edge 87' right. ACTIVATE MIRL Rwy 06-24-121.7. Landing fee.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **NEW YORK APP CON** 125.975

Ⓡ **PROVIDENCE DEP CON** 125.75 (1045-0500Z)

Ⓡ **BOSTON CENTER DEP CON** 124.85 (0500-1045Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

HAMPTON (H) VORTAC 113.6 HTO Chan 83 N40°55.14'

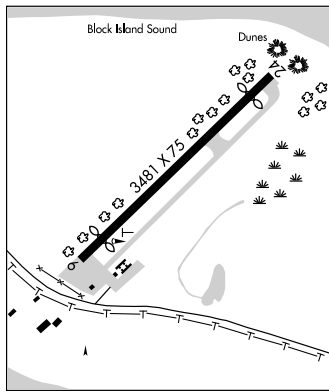
W72°19.00' 075° 20.3 NM to fld. 22/13W. **HIWAS.**

NEW YORK

COPTER

L-33C

IAP



| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 78008 W17A | APP CRS 167° | Rwy Idg TDZE Apt Elev | 3830 694 698 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 17

MILLBROOK/ SKY ACRES (44N)

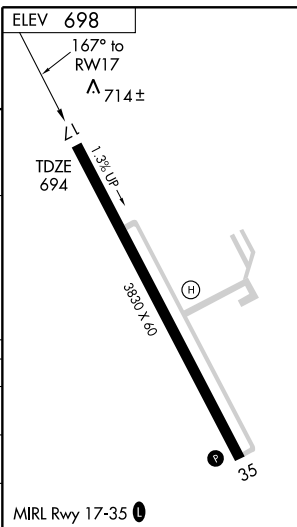
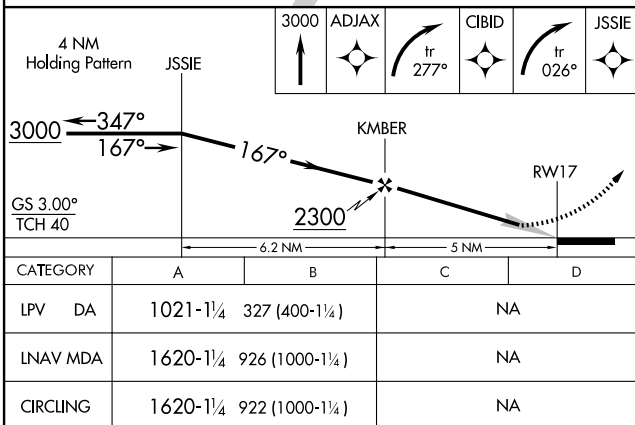
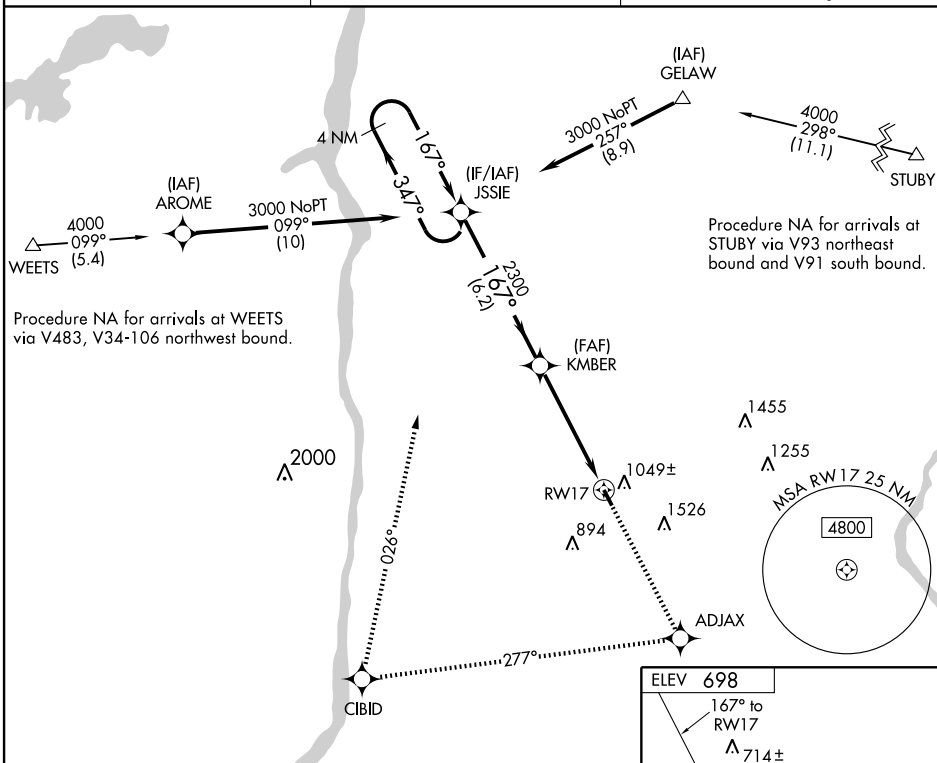
NA DME/DME RNP-0.3 NA. Use Newburgh altimeter setting; when not received use Poughkeepsie altimeter setting and increase LPV DA to 1038, all MDA 20 feet, and LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ADJAX and right turn via 277° track to CIBID and right turn via 026° track to JSSIE and hold.

POUGHKEEPSIE ASOS
126.75

NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF) 0



MILLBROOK, NEW YORK

Amdt 1 10266

MILLBROOK/ SKY ACRES (44N)

41°42'N - 73°44'W

RNAV (GPS) RWY 17

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 86308 W35A | APP CRS 347° | Rwy Idg TDZE Apt Elev | 3830 698 698 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 35

MILLBROOK/ SKY ACRES (44N)

NA DME/DME RNP-0.3 NA.
Use Newburgh altimeter setting; when not received use Poughkeepsie altimeter setting and increase LPV DA to 1063, and all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct COVDA and via 347° track to JSSIE and hold.

POUGHKEEPSIE ASOS

126.75

NEW YORK APP CON

132.75 363.1

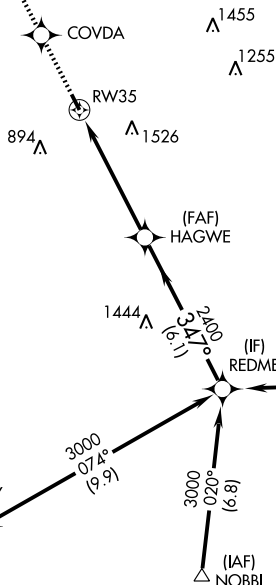
UNICOM

122.8 (CTAF) 0

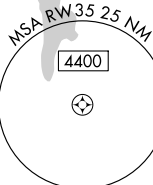
MISSED APCH FIX



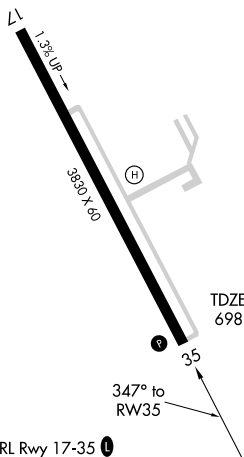
A 2000



Procedure NA for arrivals at NOBBI via V123-405-483 S Bnd.



ELEV 698



| | | | | | | | |
|----------|---------------------------|---------------------------|-------|---|--------|-------------------|--|
| 3000 | COVDA | tr 347° | JSSIE | VGSI and RNAV glidepath not coincident. | | | |
| | | | | HAGWE | REDME | Procedure Turn NA | |
| | | | | RW35 | 3000 | | |
| | | | | | 2400 | | |
| | | | | | 5.2 NM | 6.1 NM | |
| CATEGORY | A | B | C | D | | | |
| LPV DA | 1046-1¼ | 348 (400-1¼) | NA | | | | |
| LNAV MDA | 1700-1¼ 1002 (1100-1¼) | 1700-1½ 1002 (1100-1½) | NA | | | | |
| CIRCLING | 1700-1¼ 1002 (1100-1¼) | 1700-1½ 1002 (1100-1½) | NA | | | | |

MIRL Rwy 17-35 0

MILLBROOK, NEW YORK

Amdt 1 10266

MILLBROOK/ SKY ACRES (44N)

41°42'N - 73°44'W

RNAV (GPS) RWY 35

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

| | | |
|---------|----------|-----|
| APP CRS | Rwy Idg | N/A |
| 069° | TDZE | N/A |
| | Apt Elev | 700 |

VOR-A

MILLBROOK/ SKY ACRES (44N)

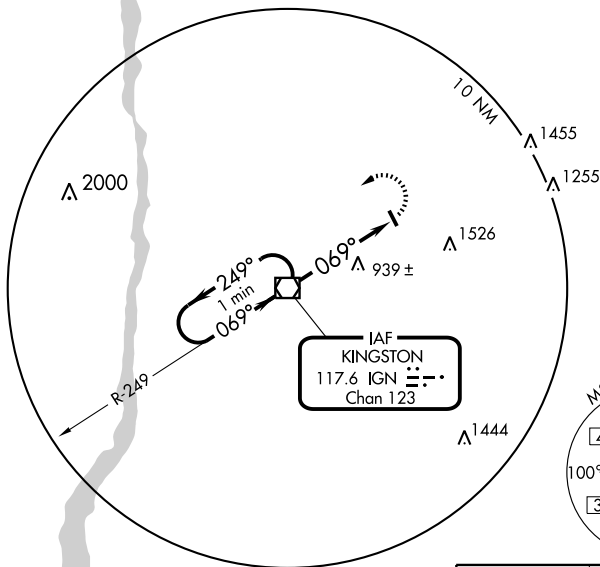
▼ Use Poughkeepsie altimeter setting.
 ▲ NA NoPT for arrival on IGN VOR/DME
 airway radials 203 CW 316.

MISSED APPROACH: Climbing left turn
 to 3000 direct IGN VOR/DME and hold.

POUGHKEEPSIE ASOS
126.75

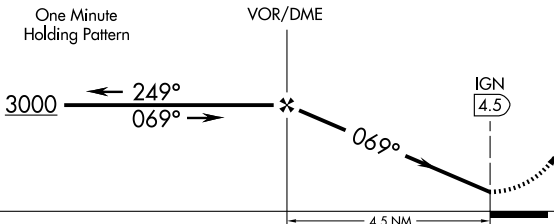
NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF) 0



ELEV 700

One Minute
 Holding Pattern



MIRL Rwy 17-35 0

| CATEGORY | A | B | C | D |
|----------|-------------------------|---------------------------|----|---|
| CIRCLING | 1580 - 1 880 (900-1) | 1580 - 1¼ 880 (900-1¼) | NA | |

| FAF to MAP 4.5 NM | | | | | |
|-------------------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

MILLBROOK, NEW YORK

Amdt 8 10266

MILLBROOK/ SKY ACRES (44N)

41°42'N - 73°44'W

VOR-A

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

MILLBROOK

SKY ACRES (44N) 6 SW UTC-5(-4DT) N41°42.45' W73°44.28'

698 S4 **FUEL** 100LL NOTAM FILE ISP

RWY 17-35: H3830X60 (ASPH) S-20 MIRL 1.3% up S

RWY 17: Trees. **RWY 35:** PAPI(P4L). Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-2100Z, Sat-Sun 1300-2130Z. Self-svc fuel avbl 24 hrs. Rwy 17-35 safety areas have 30 ft dropoffs sloping 20 ft from thld at both ends. Parallel twy not lgtd. Rwy 35 PAPI OTS indef. ACTIVATE MIRL Rwy 17-35 and PAPI Rwy 35-122.8.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **NEW YORK APP/DEP CON** 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

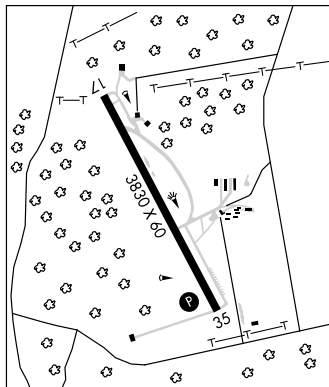
KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93'

W73°49.33' 068° 4.5 NM to fld. 580/12W. **HIWAS.**

NEW YORK

L-33B, 34I

IAP



MISSE N44°51.25' W74°54.95' NOTAM FILE MSS.

NDB (LOM) 278 MS 045° 5.8 NM to Massena Intl-Richards Fld. Unmonitored.

MONTREAL

L-32G

MONGA N41°46.00' W74°51.64' NOTAM FILE MSV.

NDB (MHW/LOM) 359 MS 155° 4.9 NM to Sullivan Co. Intl.

NEW YORK

L-33A, 34H

MONTAUK (MTP) 3 NE UTC-5(-4DT) N41°04.59' W71°55.25'

6 NOTAM FILE MTP

RWY 06-24: H3481X75 (ASPH) MIRL

RWY 06: Thld dspcd 537'. Trees.

RWY 24: Thld dspcd 457'. Dune. Rgt tfc.

AIRPORT REMARKS: Attended Apr-Oct dalgt hours, other times irregularly. Arpt CLOSED to helicopter ops SS-SR; PPR. Helicopters call for prior permission to land on ramp area. Arpt CLOSED to jet acft except PPR call arpt manager 631-668-3738. Deer occasionally on or in vicinity of arpt. Rwy 24 no touch and go. Rwy 06 has +18' brush along rwy edge 90' left and +26' pole 400' from thld 79' left. Rwy 24 has +21' brush along rwy edge 87' right. ACTIVATE MIRL Rwy 06-24-121.7. Landing fee.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **NEW YORK APP CON** 125.975

Ⓡ **PROVIDENCE DEP CON** 125.75 (1045-0500Z)

Ⓡ **BOSTON CENTER DEP CON** 124.85 (0500-1045Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

HAMPTON (H) VORTAC 113.6 HTO Chan 83 N40°55.14'

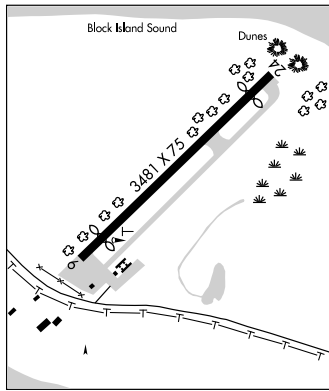
W72°19.00' 075° 20.3 NM to fld. 22/13W. **HIWAS.**

NEW YORK

COPTER

L-33C

IAP



| | | |
|-------------|----------|-------------|
| APP CRS | Rwy ldg | 3024 |
| 242° | TDZE | 7 |
| | Apt Elev | 7 |

RNAV (GPS) RWY 24

MONTAUK (MTP)

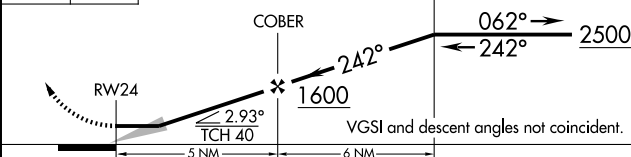
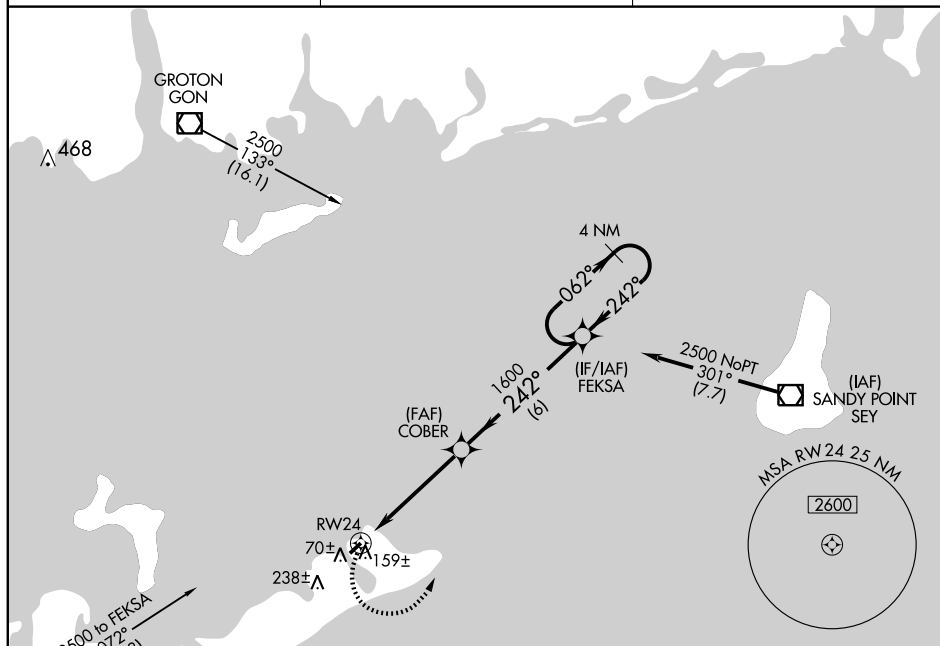
▼ Use Block Island State altimeter setting.
▲ NA DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 2500
direct FEKSA WP and hold.

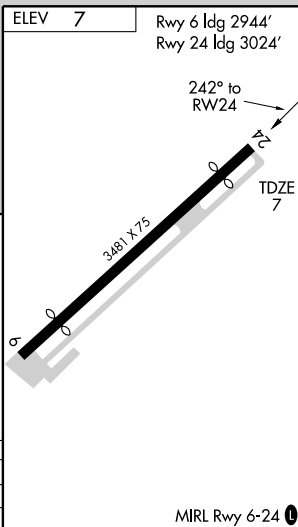
NEW YORK APP CON ★
125.97 343.65

UNICOM
122.7 (CTAF)

121.7 0



| CATEGORY | A | B | C | D |
|----------|---|-------|-------------|---|
| LNAV MDA | | 480-1 | 473 (500-1) | |
| CIRCLING | | 580-1 | 573 (600-1) | |



VOR or GPS RWY 6

MONTAUK (MTP)

| | | | |
|--|------------------------|-----------------------------|-------------------------------------|
| HTO VORTAC 113.6 Chan 83 | APP CRS 075° | Rwy ldg TDZE Apt Elev | 2944 6 7 |
|--|------------------------|-----------------------------|-------------------------------------|



NA

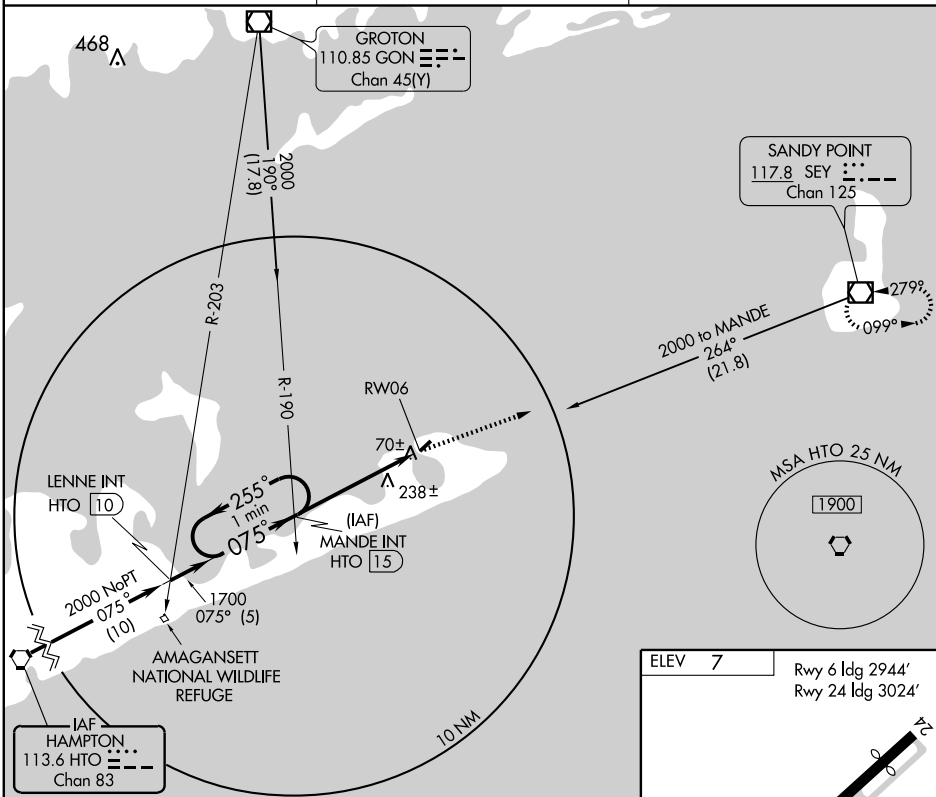
Use Block Island State altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct SEY VOR/DME and hold.

NEW YORK APP CON ★
125.975 343.65

UNICOM
122.7 (CTAF)

121.7 0



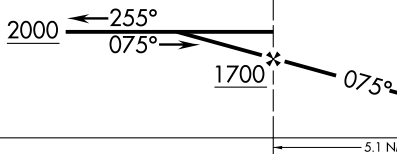
One Minute
Holding Pattern

MANDE INT
HTO (15)

3000

SEY

117.8

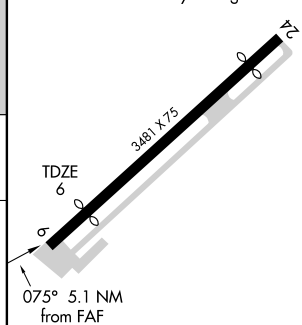


RW06
HTO (20.1)

ELEV 7

Rwy 6 ldg 2944'

Rwy 24 ldg 3024'



MIRL Rwy 6-24 0

| CATEGORY | A | B | C | D |
|----------|----------------------|------------------------|----|---|
| S-6 | 660-1 654 (700-1) | 660-1¼ 654 (700-1¼) | NA | |
| CIRCLING | 660-1 653 (700-1) | 660-1¼ 653 (700-1¼) | NA | |

| FAF to MAP 5.1 NM | | | | | |
|-------------------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

**MONTGOMERY
ORANGE CO**

(MGJ) 1 SW UTC-5(-4DT) N41°30.60' W74°15.88'

364 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks
NOTAM FILE MGJ

RWY 03-21: H5002X100 (ASPH-CONC) S-30, D-57, 2D-85 HIRL

RWY 03: REIL. VASI(V4L)—GA 3.0° TCH 52'. Thld dsplcd 301'.

Trees.

RWY 21: REIL. PAPI(P2L)—GA 3.5°. Brush. Rgt tfc.

RWY 08-26: H3664X100 (ASPH-CONC) S-30, D-57, 2D-85 MIRL
0.4% up E

RWY 08: PAPI(P2L)—GA 3.5°. Trees.

RWY 26: PAPI(P2L)—GA 3.5°. Thld dsplcd 315'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1200-2300Z, Sat-Sun

1300-2100Z. Fuel avbl after hrs by credit card self-svc ramp. Be aware of large turbojet acft vicinity of Stewart arpt located 7 NM ESE. 800 ft hill ½ mile NW of arpt on downwind/base leg for Rwy 21. Noise abatement procedures in effect, ctc arpt manager 845-457-4925. ACTIVATE HIRL Rwy 03-21, MIRL Rwy 08-26, REIL Rwy 03 and 21, VASI Rwy 03, and twy lgts—CTAF. TPA—Single engine propeller acft 1400 (1035), twin engine/turbojet acft 1700 (1335). After landing 180° turns are prohibited. 23' stabilized shoulder each side of Rwy 03-21. 9' stabilized shoulder each side of Rwy 08-26.

WEATHER DATA SOURCES: ASOS 119.275 (845) 457-1486. SAWRS.

COMMUNICATIONS: CTAF/AUNICOM 122.725

HUGUENOT RCO 122.1R 116.1T (NEW YORK RADIO).

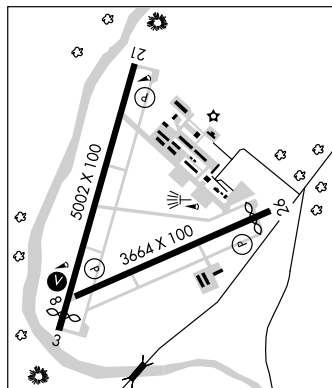
® NEW YORK APP/DEP CON 132.75 CLNC DEL 123.85

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

HUGUENOT (H) VOR/DME 116.1 HUO Chan 108 N41°24.58' W74°35.50' 079° 15.9 NM to fld. 1300/11W.

OTIMS NDB (LOM) 353 MG N41°26.71' W74°17.47' 031° 4.1 NM to fld.

ILS 111.7 I-MGJ Rwy 03. LOM OTIMS NDB.

**MONTICELLO****SULLIVAN CO INTL**

(MSV) 6 NW UTC-5(-4DT) N41°42.10' W74°47.70'

1403 B S3 FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE MSV

RWY 15-33: H6298X150 (ASPH-GRVD) S-36, D-49, 2D-74.5 HIRL 0.4% up NW

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 39'. Thld dsplcd 300'.

Trees.

RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 39'. Thld dsplcd 300'.

Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 15: TORA-6300 TODA-6300 ASDA-6000 LDA-5700

RWY 33: TORA-6300 TODA-6300 ASDA-6000 LDA-5700

AIRPORT REMARKS: Attended 1200-2200Z. Self-service 100LL fuel

avbl 24 hrs daily. JET A fuel avbl 1300-2200Z; after hrs call 845-292-5811. Birds, coyote and deer on and invov arpt. PPR 24 hours for air carrier ops call arpt manager 845-807-0273.

ACTIVATE HIRL Rwy 15-33, REIL Rwy 15 and Rwy 33, and twy lgts—CTAF. PAPI Rwy 15 and Rwy 33 opr continuously. Ldg fee for acft over 8,000 pounds and all commercial acft regardless of weight.

WEATHER DATA SOURCES: AWOS-3 124.725 (845) 583-5056.

COMMUNICATIONS: CTAF/UNICOM 122.8

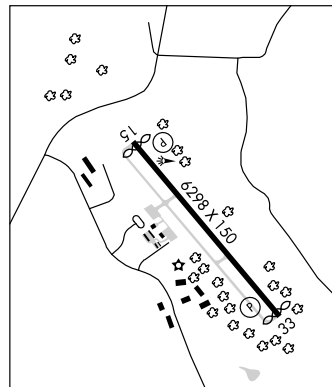
® NEW YORK APP/DEP CON 132.75 CLNC DEL 121.6

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

HUGUENOT (H) VOR/DME 116.1 HUO Chan 108 N41°24.58' W74°35.50' 343° 19.8 NM to fld. 1300/11W.

MONGA NDB (MHW/LOM) 359 MS N41°46.00' W74°51.64' 155° 4.9 NM to fld.

ILS 109.1 I-MSV Rwy 15. Class IE LOM MONGA NDB.



| | | |
|---------------------------------|------------------------|---|
| LOC FMGJ <u>111.7</u> | APP CRS 029° | Rwy Idg 4701 TDZE 353 Apt Elev 364 |
|---------------------------------|------------------------|---|

ILS or LOC RWY 3

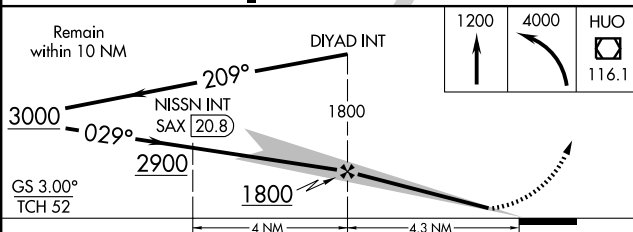
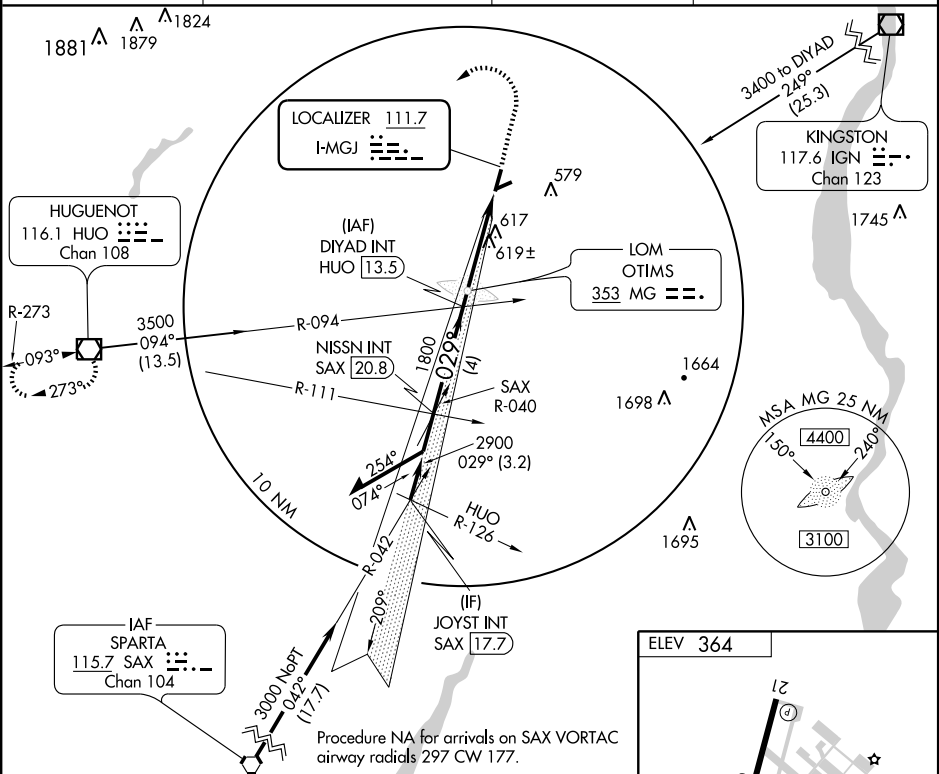
MONTGOMERY/ ORANGE COUNTY (MGJ)

T Visibility reduction by helicopters NA.

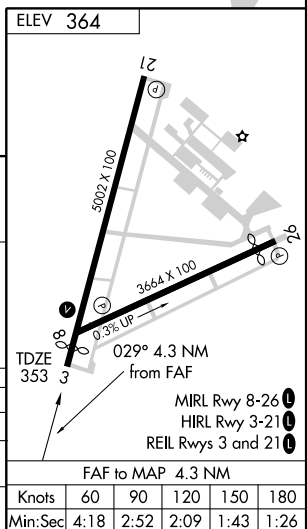
A When local altimeter setting not received, use Poughkeepsie altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase S-ILS-3 all Cats and S-LOC-3 and Circling Cats C and D visibility $\frac{1}{4}$ mile and Circling Cat A visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct HUO VOR/DME and hold.

| | | | |
|------------------------|---|----------------------------|-----------------------------------|
| ASOS 119,275 | NEW YORK APP CON 132.75 363.1 | CLINC DEL 123.85 | UNICOM 122,725 (CTAF) 0 |
|------------------------|---|----------------------------|-----------------------------------|



| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| S-ILS 3 | 699-1¼ 346 (400-1¼) | | | |
| S-LOC 3 | 1000-1 647 (700-1) | | 1000-1¼ 647 (700-1¾) | 1000-2 647 (700-2) |
| CIRCLING | 1200-1 836 (900-1) | 1200-1¼ 836 (900-1¼) | 1200-2½ 836 (900-2½) | 1200-2¾ 836 (900-2¾) |



MONTGOMERY, NEW YORK

Amdt 3B 01JUL10

MONTGOMERY/ORANGE COUNTY (MGJ)

ILS or LOC RWY 3

NE-2, 23 SEP 2010 to 21 OCT 2010

NDB RWY 3

MONTGOMERY/ORANGE COUNTY (MGJ)

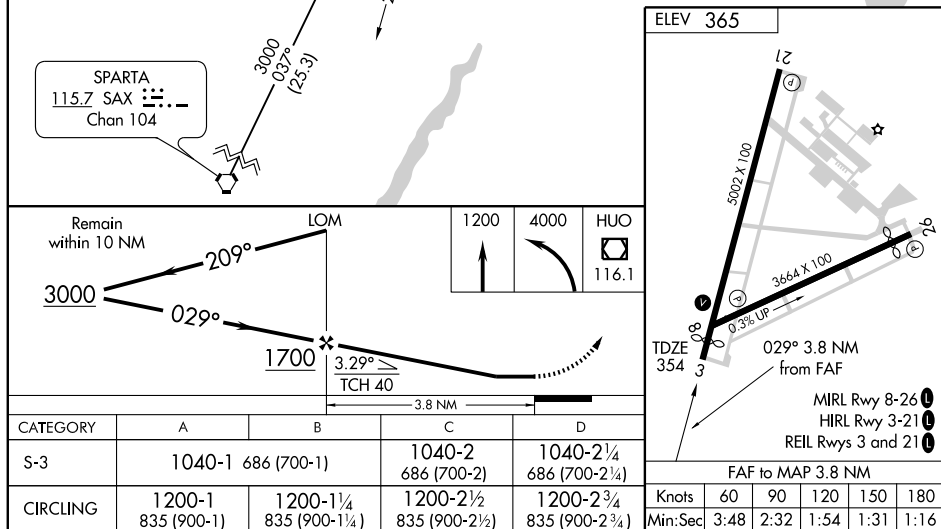
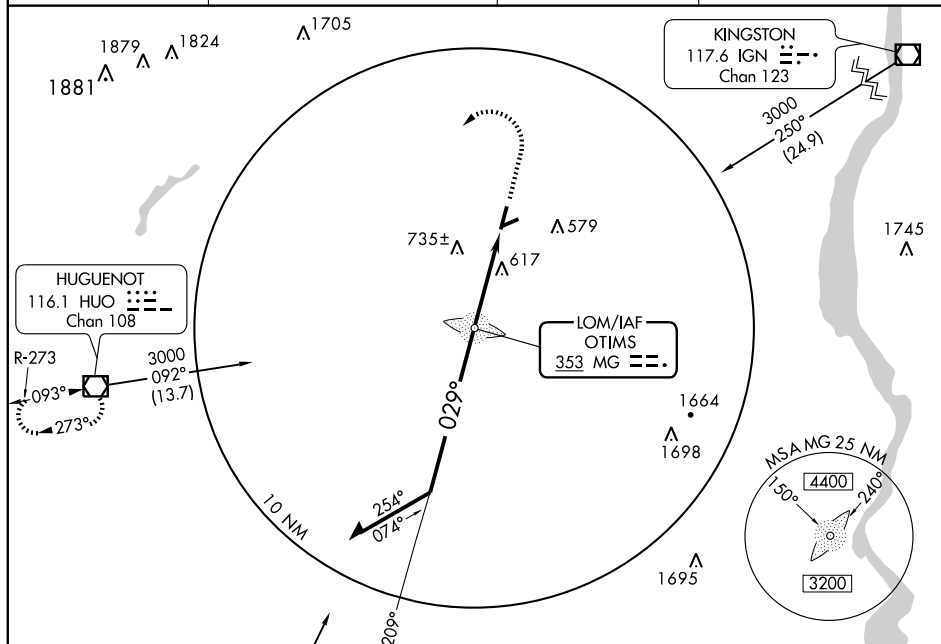
| | | | |
|----------------------|------------------------|-----------------------------|---|
| LOM MG 353 | APP CRS 029° | Rwy Idg TDZE Apt Elev | 4701 354 365 |
|----------------------|------------------------|-----------------------------|---|



NA

MISSED APPROACH: Climb to 1200, then climbing left turn to 4000 direct HVO VOR/DME and hold.

| | | | |
|------------------------|---|---------------------------|--|
| ASOS 119.275 | NEW YORK APP CON 132.75 363.1 | CLNC DEL 123.85 | UNICOM 122.725 (CTAF) 0 |
|------------------------|---|---------------------------|--|



MONTGOMERY, NEW YORK

Amdt 4A 10098

MONTGOMERY/ORANGE COUNTY (MGJ)

41°31'N - 74°16'W

NDB RWY 3

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

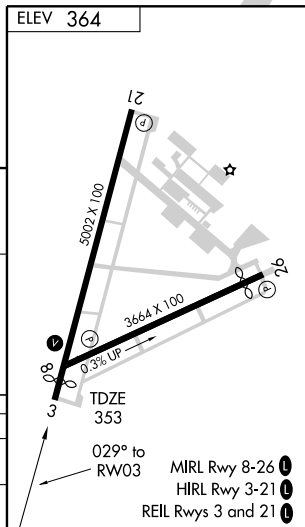
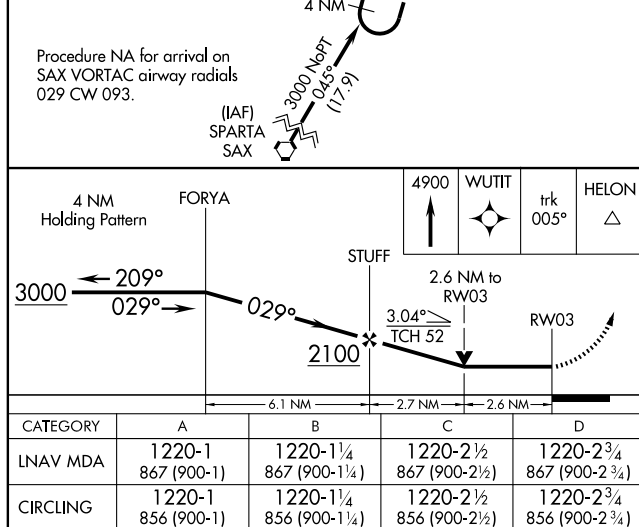
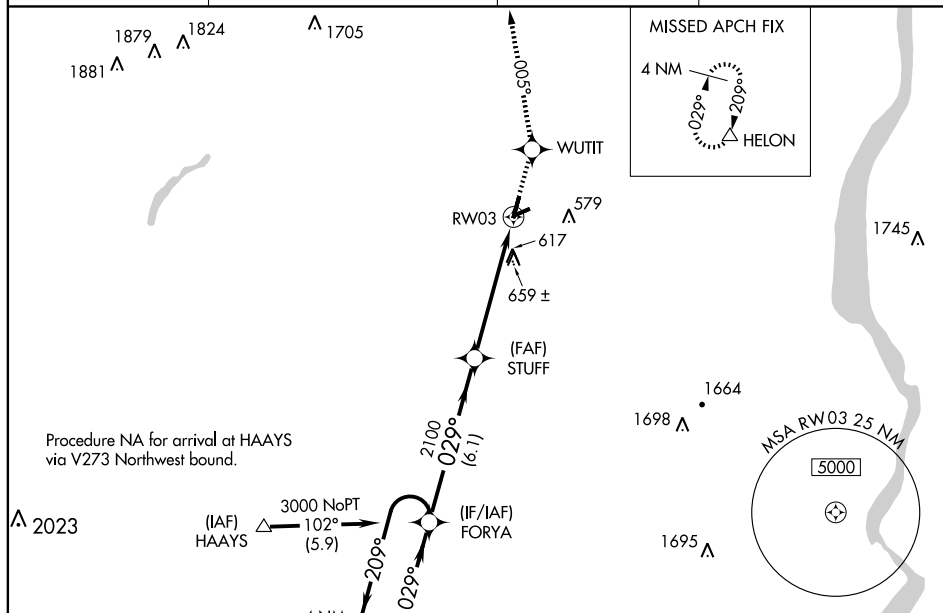
| | | |
|------------------------|-------------------------------|-------------|
| APP CRS 029° | Rwy Idg TDZE 353 | 4701 |
| | Apt Elev 364 | |

RNAV (GPS) RWY 3

MONTGOMERY/ORANGE COUNTY (MGJ)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Poughkeepsie altimeter setting and increase all MDA 80 feet and increase LNAV and Circling Cats A, C and D visibility ¼ mile. VDP NA with Poughkeepsie altimeter setting.

MISSED APPROACH: Climb to 4900 direct WUTIT and via track 005° to HELON and hold, continue climb-in-hold to 4900.

ASOS
119.275NEW YORK APP CON
132.75 363.1CLNC DEL
123.85UNICOM
122.725 (CTAF)

MONTGOMERY, NEW YORK

Amdt 1 08APR10

MONTGOMERY/ORANGE COUNTY (MGJ)

41°31'N - 74°16'W

RNAV (GPS) RWY 3

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 50216 W08A | APP CRS 080° | Rwy Idg TDZE Apt Elev | 3664 359 364 |
|--|------------------------|-----------------------------|---|

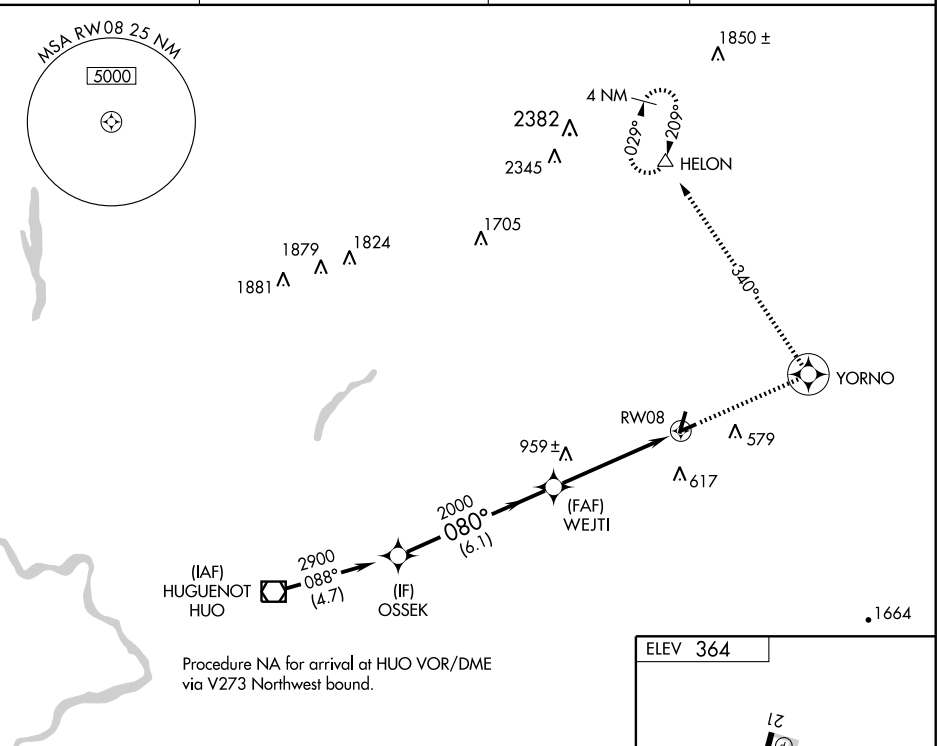
RNAV (GPS) RWY 8

MONTGOMERY/ORANGE COUNTY (MGJ)

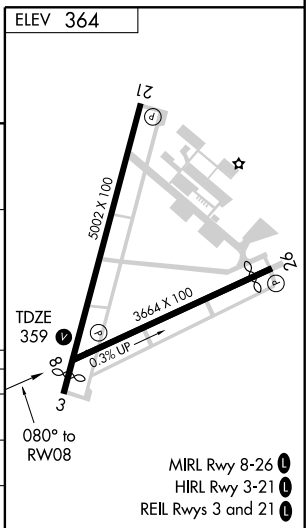
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Poughkeepsie altimeter setting; increase DA 71 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile and increase LNAV and Circling Cats A, C, and D visibility ¼ mile.

MISSED APPROACH: Climb to 4900 direct YORNO and left turn via track 340° to HELON and hold, continue climb-in-hold to 4900.

| | | | |
|------------------------|---|---------------------------|--|
| ASOS 119.275 | NEW YORK APP CON 132.75 363.1 | CLNC DEL 123.85 | UNICOM 122.725 (CTAF) 0 |
|------------------------|---|---------------------------|--|



| | | | | | | | |
|-------------------|---|-------------------------|-------------------------|-------------------------|------|----------|-------|
| OSSEK | VGSI and RNAV glidepath not coincident. | | | | 4900 | YORNO | HELON |
| 2900 | WEJTI | | | | ↑ | trk 340° | △ |
| Procedure Turn NA | RW08 | | | | | | |
| GS 3.00° | 2000 | | | | | | |
| TCH 40 | 6.1 NM | | | | | | |
| CATEGORY | A | B | C | D | | | |
| LPV DA | 1059-2½ 700 (700-2½) | | | | | | |
| LNAV MDA | 1220-1 861 (900-1) | 1220-1¼ 861 (900-1¼) | 1220-2½ 861 (900-2½) | 1220-2¾ 861 (900-2¾) | | | |
| CIRCLING | 1220-1 856 (900-1) | 1220-1¼ 856 (900-1¼) | 1220-2½ 856 (900-2½) | 1220-2¾ 856 (900-2¾) | | | |



| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 86416 W21A | APP CRS 210° | Rwy Idg TDZE Apt Elev | 5002 353 364 |
|--|------------------------|-----------------------------|---|

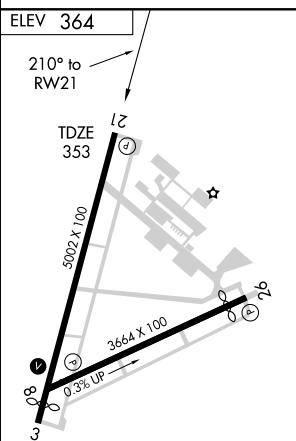
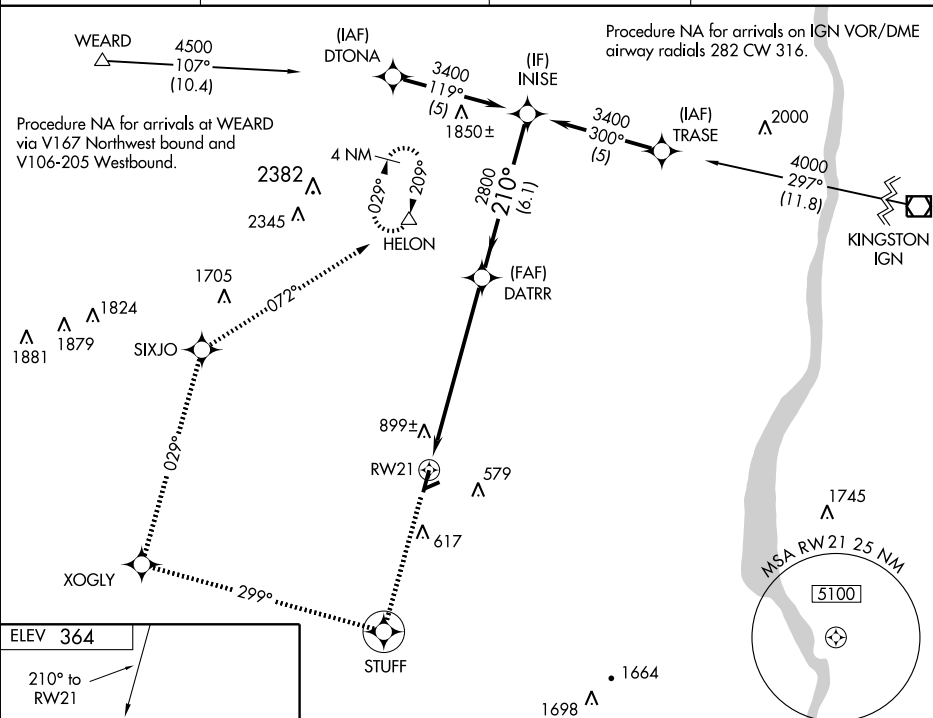
RNAV (GPS) RWY 21

MONTGOMERY / ORANGE COUNTY (MGJ)

- ▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
- ▲ When local altimeter setting not received, use Poughkeepsie altimeter setting and increase all DA 71 feet, and all MDA 80 feet, increase LPV all Cats and LNAV and Circling Cats A, C, and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct STUFF and right turn via track 299° to XOGLY and right turn via track 029° to SIXJO and via track 072° to HELON and hold.

| | | | |
|------------------------|---|---------------------------|--|
| ASOS 119.275 | NEW YORK APP CON 132.75 363.1 | CLNC DEL 123.85 | UNICOM 122.725 (CTAF) 0 |
|------------------------|---|---------------------------|--|



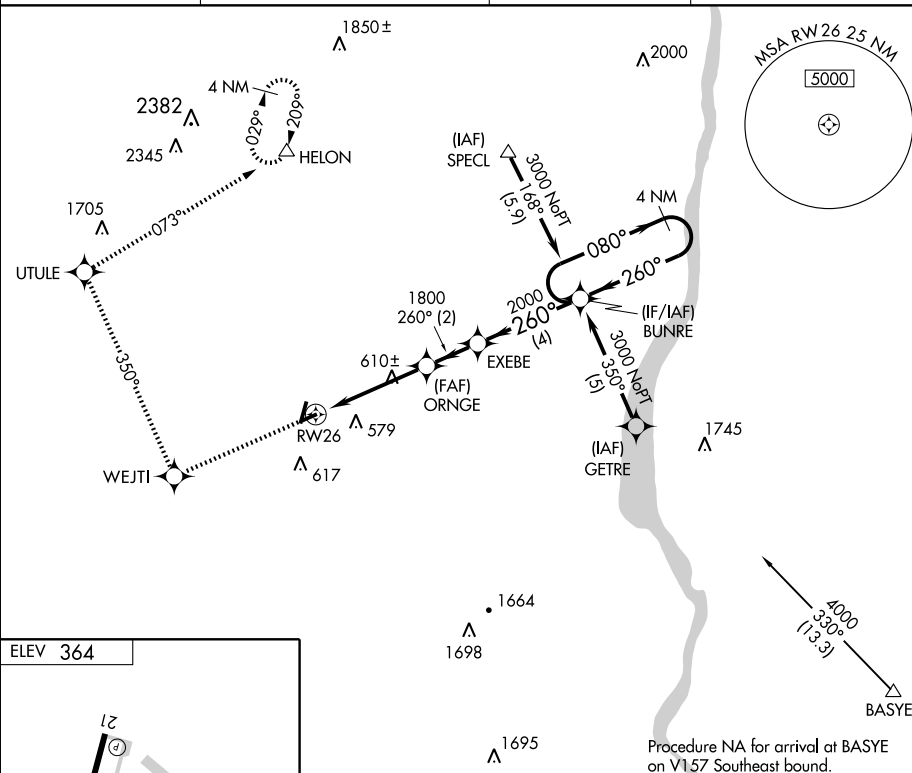
MIRL Rwy 8-26 **0**
HIRL Rwy 3-21 **0**
REIL Rws 3 and 21 **0**

| | | | | | |
|--|----------|----------|----------|-------|-------|
| 4000 | STUFF | XOGLY | SIXJO | HELON | INISE |
| ↑ | trk 299° | trk 029° | trk 072° | △ | |
| VGSI and RNAV glidepath not coincident. | | | | | |
| | | | | | |
| CATEGORY A B C D | | | | | |
| LPV DA 704-1¼ 351 (400-1¼) | | | | | |
| LNAV MDA 1220-1 1220-1¼ 1220-2½ 1220-2¾ 867 (900-1) 867 (900-1¼) 867 (900-2½) 867 (900-2¾) | | | | | |
| CIRCLING 1220-1 1220-1¼ 1220-2½ 1220-2¾ 856 (900-1) 856 (900-1¼) 856 (900-2½) 856 (900-2¾) | | | | | |

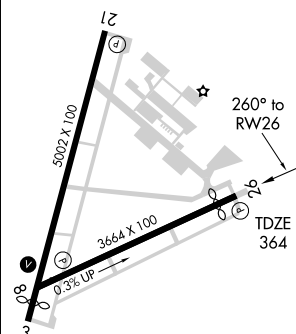
APP CRS
260°Rwy ldg **3349**
TDZE **364**
Apt Elev **364****RNAV (GPS) RWY 26**
MONTGOMERY/ORANGE COUNTY (MGJ)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Poughkeepsie altimeter setting; increase all MDA 80 feet and increase LNAV and Circling Cats A, C, and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct WEJTI and right turn on track 350° to UTULE and on track 073° to HELOM and hold.

ASOS
119.275NEW YORK APP CON
132.75 363.1CLNC DEL
123.85UNICOM
122.725 (CTAF) 0

ELEV 364



MIRL Rwy 8-26 **0**
 HIRL Rwy 3-21 **0**
 REIL Rws 3 and 21 **0**

| | | | | | |
|---|-----------------------|-------------------------|-------------------------|-------------------------|----------------------|
| 4000 | WEJTI | UTULE | HELOM | BUNRE | 4 NM Holding Pattern |
| | trk 073° | | | | |
| VGSI and descent angles not coincident. | | | | | |
| RW26 | ORNGE | EXEBE | | | |
| 3.04° TCH 40 | 1800 | 2000 | | | |
| 4.3 NM | 2 NM | 4 NM | | | |
| CATEGORY | A | B | C | D | |
| LNAV MDA | 920-1 | 556 (600-1) | 920-1½ 556 (600-1½) | 920-1¾ 556 (600-1¾) | |
| CIRCLING | 1200-1 836 (900-1) | 1200-1¼ 836 (900-1¼) | 1200-2½ 836 (900-2½) | 1200-2¾ 836 (900-2¾) | |

MONTGOMERY, NEW YORK
 Amdt 1A 06MAY10

MONTGOMERY/ORANGE COUNTY (MGJ)

41°31'N - 74°16'W

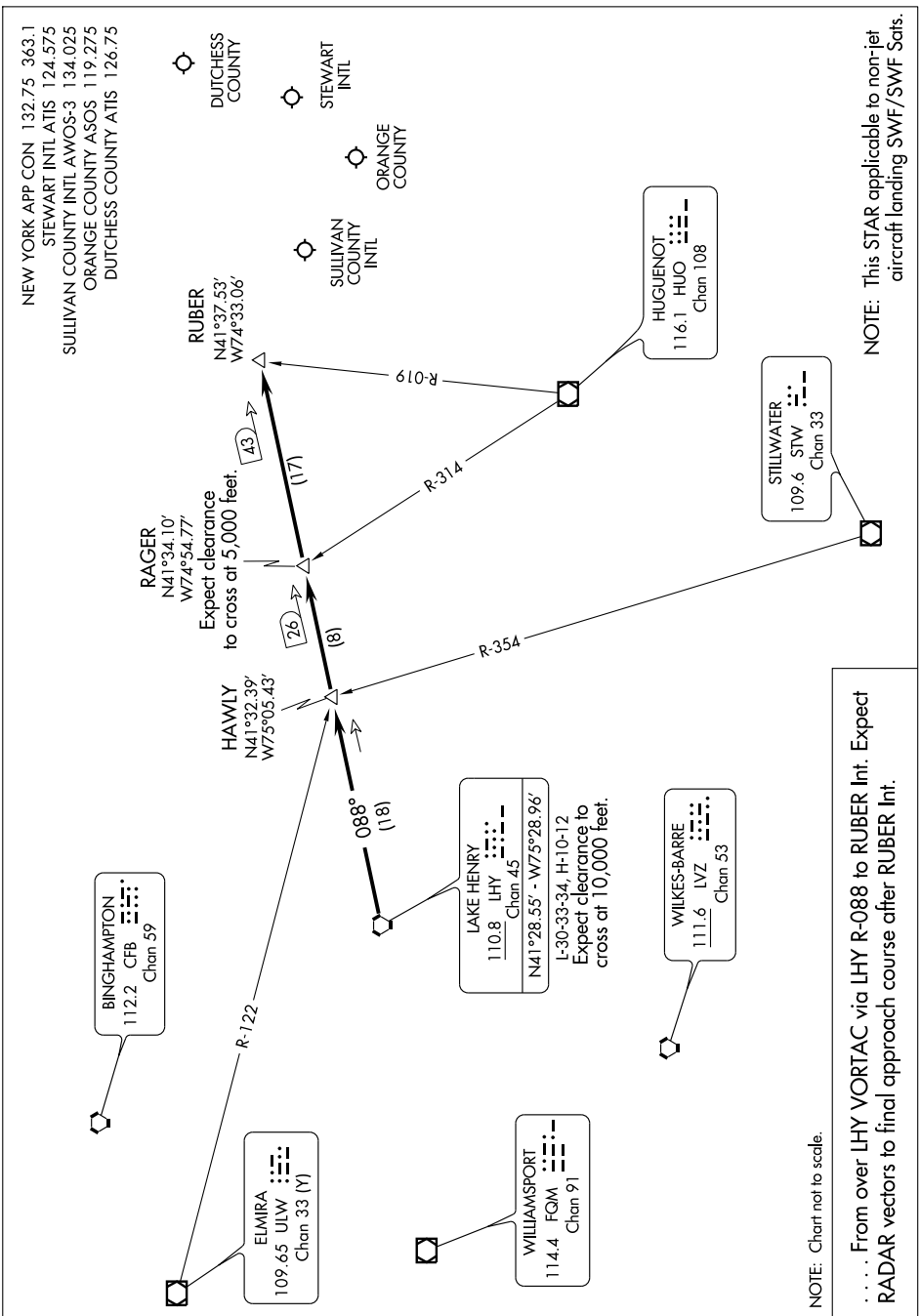
RNAV (GPS) RWY 26

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

RUBER ONE ARRIVAL

NE-2, 23 SEP 2010 to 21 OCT 2010



NE-2, 23 SEP 2010 to 21 OCT 2010

RUBER ONE ARRIVAL

**MONTGOMERY
ORANGE CO**

(MGJ) 1 SW UTC-5(-4DT) N41°30.60' W74°15.88'
364 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks
NOTAM FILE MGJ

RWY 03-21: H5002X100 (ASPH-CONC) S-30, D-57, 2D-85 HIRL

RWY 03: REIL. VASI(V4L)—GA 3.0° TCH 52'. Thld dsplcd 301'.

Trees.

RWY 21: REIL. PAPI(P2L)—GA 3.5°. Brush. Rgt tfc.

RWY 08-26: H3664X100 (ASPH-CONC) S-30, D-57, 2D-85 MIRL
0.4% up E

RWY 08: PAPI(P2L)—GA 3.5°. Trees.

RWY 26: PAPI(P2L)—GA 3.5°. Thld dsplcd 315'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1200-2300Z, Sat-Sun

1300-2100Z. Fuel avbl after hrs by credit card self-svc ramp. Be aware of large turbojet acft vicinity of Stewart arpt located 7 NM ESE. 800 ft hill ½ mile NW of arpt on downwind/base leg for Rwy 21. Noise abatement procedures in effect, ctc arpt manager 845-457-4925. ACTIVATE HIRL Rwy 03-21, MIRL Rwy 08-26, REIL Rwys 03 and 21, VASI Rwy 03, and twy lgts—CTAF.

TPA—Single engine propeller acft 1400 (1035), twin engine/turbojet acft 1700 (1335). After landing 180° turns are prohibited. 23' stabilized shoulder each side of Rwy 03-21. 9' stabilized shoulder each side of Rwy 08-26.

WEATHER DATA SOURCES: ASOS 119.275 (845) 457-1486. SAWRS.

COMMUNICATIONS: CTAF/AUNICOM 122.725

HUGUENOT RCO 122.1R 116.1T (NEW YORK RADIO).

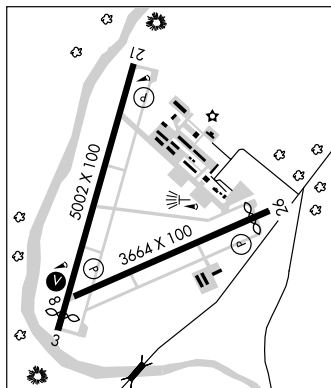
® NEW YORK APP/DEP CON 132.75 CLNC DEL 123.85

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

HUGUENOT (H) VOR/DME 116.1 HUO Chan 108 N41°24.58' W74°35.50' 079° 15.9 NM to fld. 1300/11W.

OTIMS NDB (LOM) 353 MG N41°26.71' W74°17.47' 031° 4.1 NM to fld.

ILS 111.7 I-MGJ Rwy 03. LOM OTIMS NDB.

**MONTICELLO****SULLIVAN CO INTL**

(MSV) 6 NW UTC-5(-4DT) N41°42.10' W74°47.70'
1403 B S3 FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE MSV

RWY 15-33: H6298X150 (ASPH-GRVD) S-36, D-49, 2D-74.5 HIRL 0.4% up NW

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 39'. Thld dsplcd 300'.

Trees.

RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 39'. Thld dsplcd 300'.

Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 15: TORA-6300 TODA-6300 ASDA-6000 LDA-5700

RWY 33: TORA-6300 TODA-6300 ASDA-6000 LDA-5700

AIRPORT REMARKS: Attended 1200-2200Z. Self-service 100LL fuel avbl 24 hrs daily. JET A fuel avbl 1300-2200Z; after hrs call

845-292-5811. Birds, coyote and deer on and invov arpt. PPR 24 hours for air carrier ops call arpt manager 845-807-0273.

ACTIVATE HIRL Rwy 15-33, REIL Rwy 15 and Rwy 33, and twy lgts—CTAF. PAPI Rwy 15 and Rwy 33 opr continuously. Ldg fee for acft over 8,000 pounds and all commercial acft regardless of weight.

WEATHER DATA SOURCES: AWOS-3 124.725 (845) 583-5056.

COMMUNICATIONS: CTAF/UNICOM 122.8

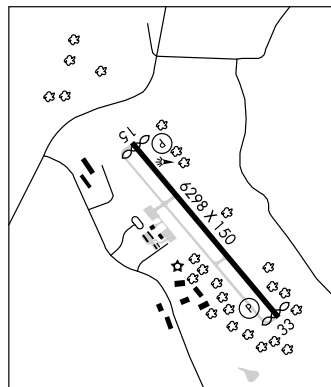
® NEW YORK APP/DEP CON 132.75 CLNC DEL 121.6

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

HUGUENOT (H) VOR/DME 116.1 HUO Chan 108 N41°24.58' W74°35.50' 343° 19.8 NM to fld. 1300/11W.

MONGA NDB (MHW/LOM) 359 MS N41°46.00' W74°51.64' 155° 4.9 NM to fld.

ILS 109.1 I-MSV Rwy 15. Class IE LOM MONGA NDB.



ILS RWY 15

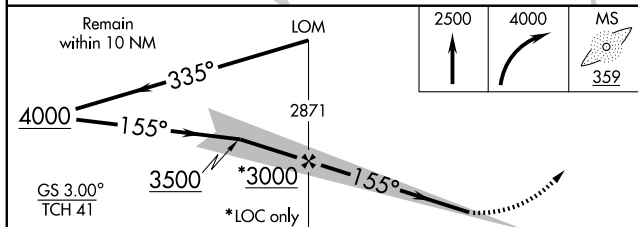
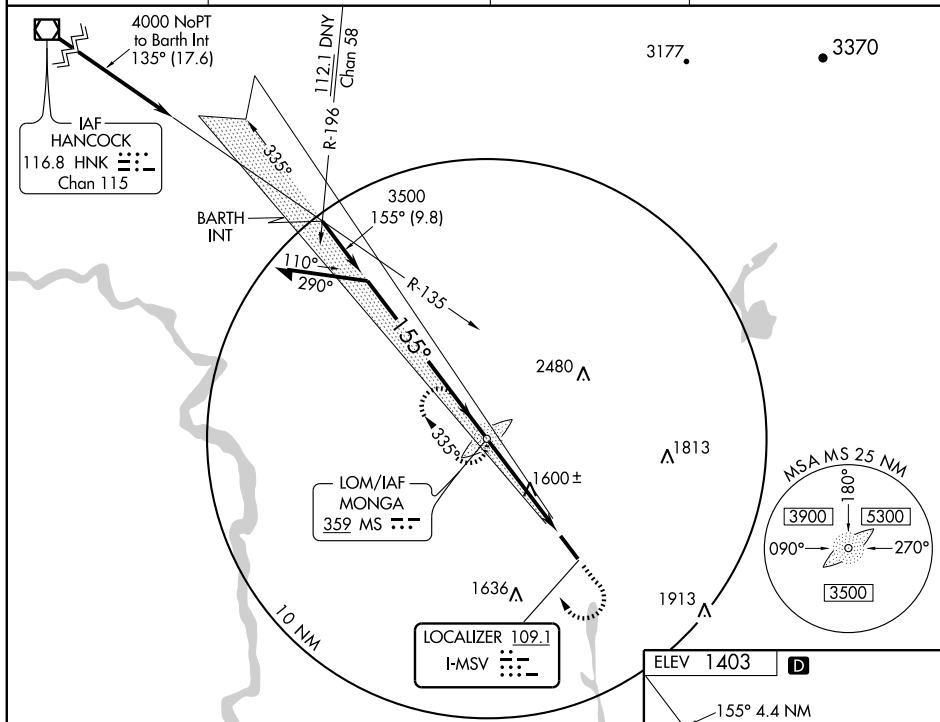
MONTICELLO / SULLIVAN COUNTY INTL (MSV)

| | | |
|---------------------------|------------------------|--|
| LOC I-MSV 109.1 | APP CRS 155° | Rwy Ldg TDZE Apt Elev 3700 1403 1403 |
|---------------------------|------------------------|--|

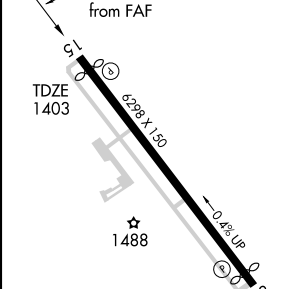
▼
▲ NA
If local altimeter setting not received, use Newburgh/Stewart Intl altimeter setting and increase all DH/MDAs 160 feet.

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct MS LOM and hold.

| | | | |
|--------------------------|---|--------------------------|---------------------------------|
| AWOS-3 124.725 | NEW YORK APP CON 132.75 363.1 | CLNC DEL 121.6 | UNICOM 122.8 (CTAF) 1 |
|--------------------------|---|--------------------------|---------------------------------|



| CATEGORY | A | B | C | D |
|----------|--------|---------------------|--|--|
| S-ILS 15 | | 1653- $\frac{3}{4}$ | 250 (300- $\frac{3}{4}$) | |
| S-LOC 15 | 1860-1 | 457 (500-1) | 1860- $\frac{1}{4}$ 457 (500- $\frac{1}{4}$) | 1860- $\frac{1}{2}$ 457 (500- $\frac{1}{2}$) |
| CIRCLING | 1900-1 | 497 (500-1) | 1900- $\frac{1}{2}$ 497 (500- $\frac{1}{2}$) | 1960-2 557 (600-2) |



33

| | | | | | | |
|-----------------------------|------|------|------|------|------|--|
| REIL Rwy 15 and 33 L | | | | | | |
| HIRL Rwy 15-33 L | | | | | | |
| FAF to MAP 4.4 NM | | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 | |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 | |

| | | | |
|----------------------|------------------------|-----------------------------|---|
| LOM MS 359 | APP CRS 155° | Rwy Ldg TDZE Apt Elev | 5700 1403 1403 |
|----------------------|------------------------|-----------------------------|---|

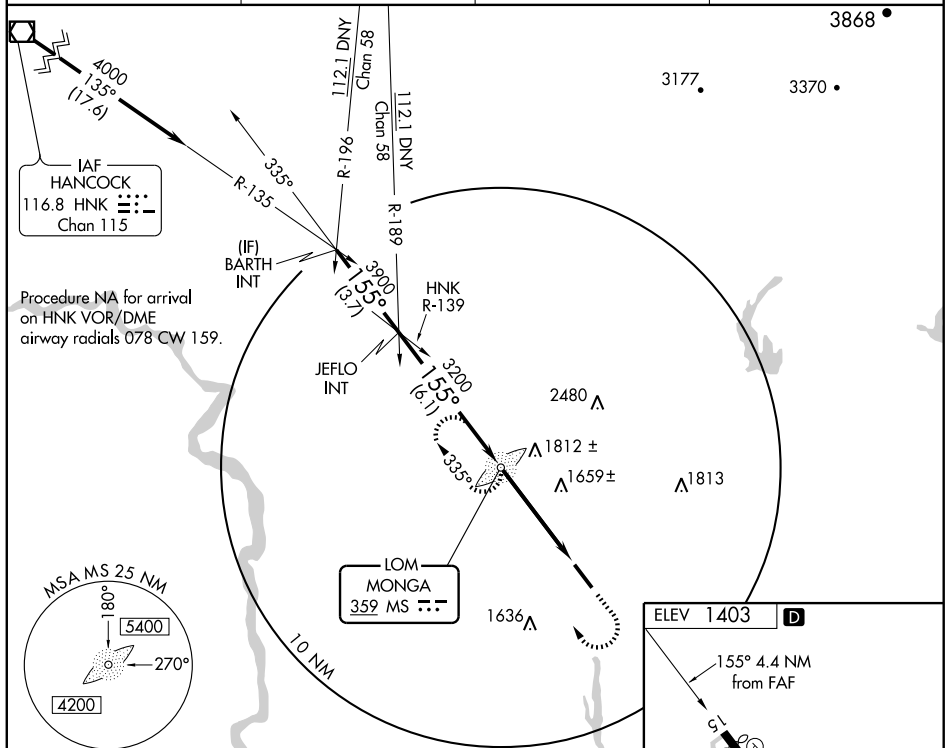
NDB RWY 15

MONTICELLO / SULLIVAN COUNTY INTL (MSV)

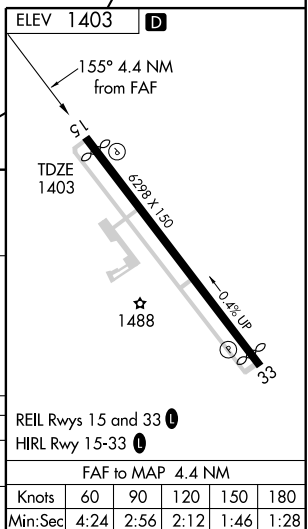
- ▼ Visibility reduction by helicopters NA.
- ▲ When local altimeter setting not received, use Newburgh altimeter setting and increase all MDA 220 feet; increase all Cat B visibility ¼ mile, all Cat C visibility ¾ mile, S-15 Cat D visibility ¾ mile, and Circling Cat D visibility ½ mile.

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct MONGA LOM and hold.

| | | | |
|--------------------------|---|--------------------------|---------------------------------|
| AWOS-3 124.725 | NEW YORK APP CON 132.75 363.1 | CLNC DEL 121.6 | UNICOM 122.8 (CTAF) 0 |
|--------------------------|---|--------------------------|---------------------------------|



| | | | | | | |
|-------------------|--------|---|-------------------------|-------------------------|------|----|
| Procedure Turn NA | | VGSI and descent angles not coincident. | | 2500 | 4000 | MS |
| BARTH INT | | JEFLO INT | | LOM | | |
| 4000 | | 3900 | | 3200 | | |
| 155° | | 3.71° | | TCH 55 | | |
| 3.7 NM | | 6.1 NM | | 4.4 NM | | |
| CATEGORY | A | B | C | D | | |
| S-15 | 1960-1 | 557 (600-1) | 1960-1½ 557 (600-1½) | 1960-1¾ 557 (600-1¾) | | |
| CIRCLING | 1960-1 | 557 (600-1) | 1960-1½ 557 (600-1½) | 1960-2 557 (600-2) | | |



REIL Rwy 15 and 33 0
HIRL Rwy 15-33 0

FAF to MAP 4.4 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

MONTICELLO, NEW YORK
Amdt 7 11MAR10

MONTICELLO / SULLIVAN COUNTY INTL (MSV)

41°42'N - 74°48'W

NDB RWY 15

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

| | | | |
|--|------------------------|--|---|
| WAAS CH 56615 W15A | APP CRS 155° | Rwy Ldg TDZE Apt Elev 1403 | 5700 1403 1403 |
|--|------------------------|--|---|

RNAV (GPS) RWY 15

MONTICELLO / SULLIVAN COUNTY INTL (MSV)

- ▼ Baro-VNAV NA when using Newburgh altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
 ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Newburgh altimeter setting and increase LPV DA to 1858, LNAV/VNAV DA to 2055, and all MDA 220 feet; increase LNAV Cat B and Circling Cat B visibility ¼ mile; increase LPV Cats and Circling Cat D visibility ½ mile; increase LNAV/VNAV all Cats, LNAV Cat C/D and Circling Cat C visibility ¾ mile.

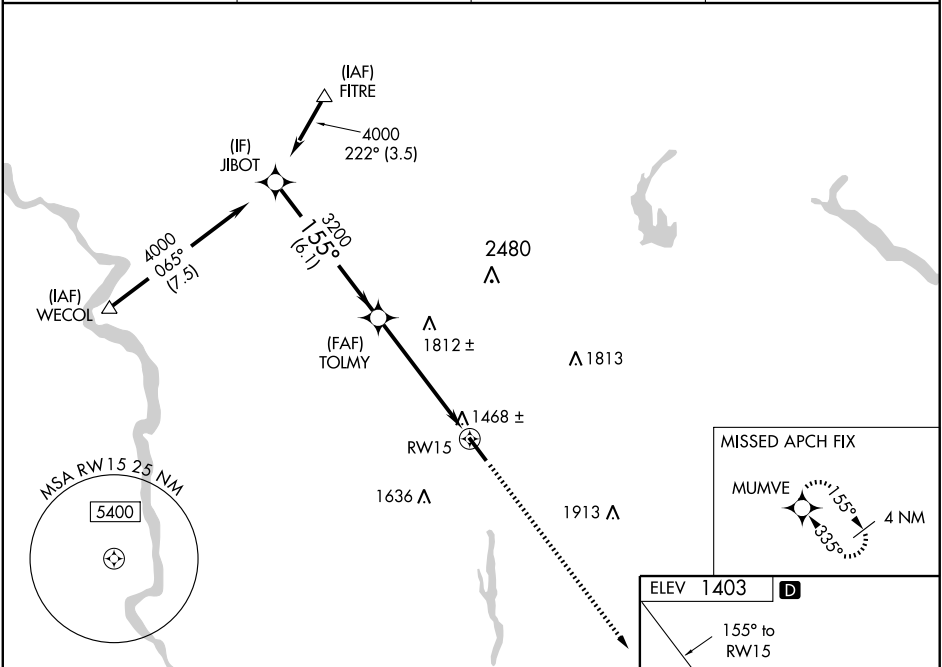
MISSED APPROACH: Climb to 3300 direct MUMVE and hold.

AWOS-3
124.725

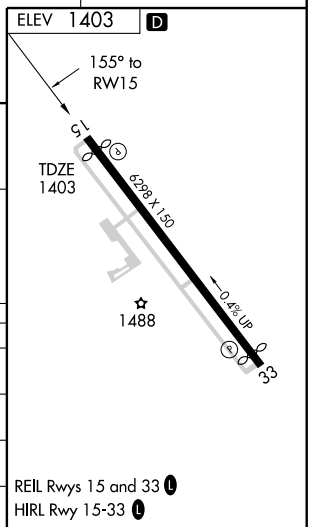
NEW YORK APP CON
132.75 363.1

CLNC DEL
121.6

UNICOM
122.8 (CTAF) 0



| Procedure | Turn NA | JIBOT | 3300 | MUMVE |
|--------------|----------------------|----------------------|----------------------|-------|
| GS 3.00° | 4000 | 155° | 3200 | RW15 |
| TCH 41 | 6.1 NM | 5.4 NM | | |
| CATEGORY | A | B | C | D |
| LPV DA | 1653-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1850-1½ 447 (500-1½) | | | |
| LNAV MDA | 1980-1 577 (600-1) | 1980-1½ 577 (600-1½) | 1980-1¾ 577 (600-1¾) | |
| CIRCLING | 1980-1 577 (600-1) | 1980-1½ 577 (600-1½) | 1980-2 577 (600-2) | |

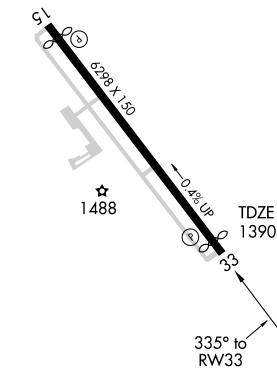
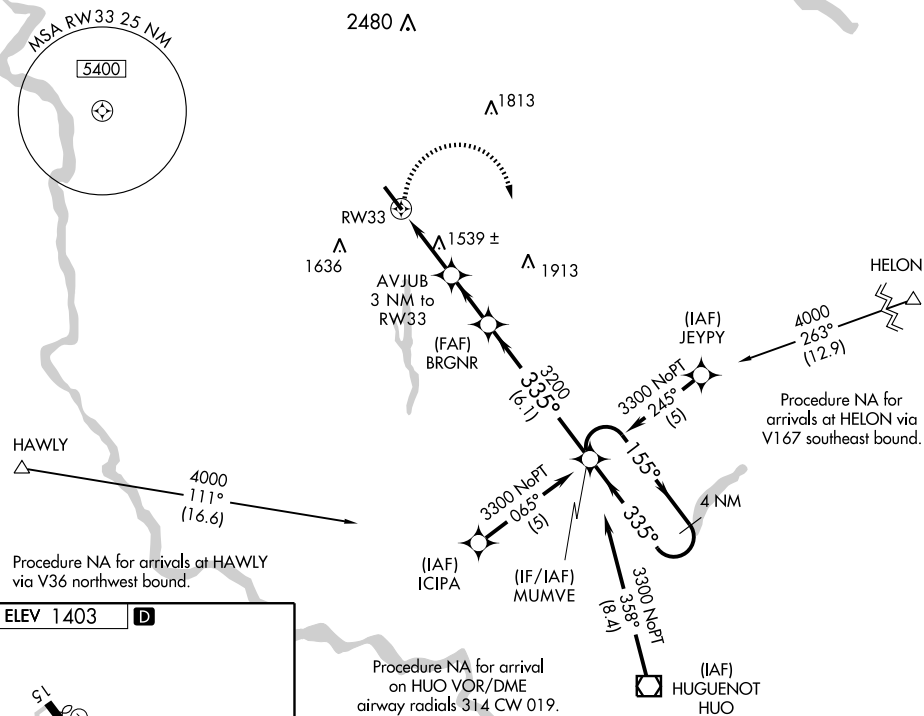




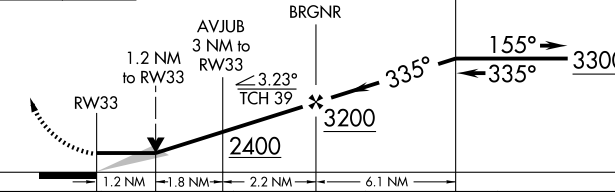
APP CRS
335°Rwy Ldg
TDZE
Apt Elev**5700**
1390
1403**RNAV (GPS) RWY 33**

MONTICELLO/SULLIVAN COUNTY INTL (MSV)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Newburgh altimeter setting and increase all MDA 220 feet; LNAV Cat C visibility ½ mile, LNAV Cat D visibility ¾ mile, Circling Cat C visibility ½ mile, Circling Cat D visibility ¾ mile. VDP NA when using Newburgh altimeter setting.

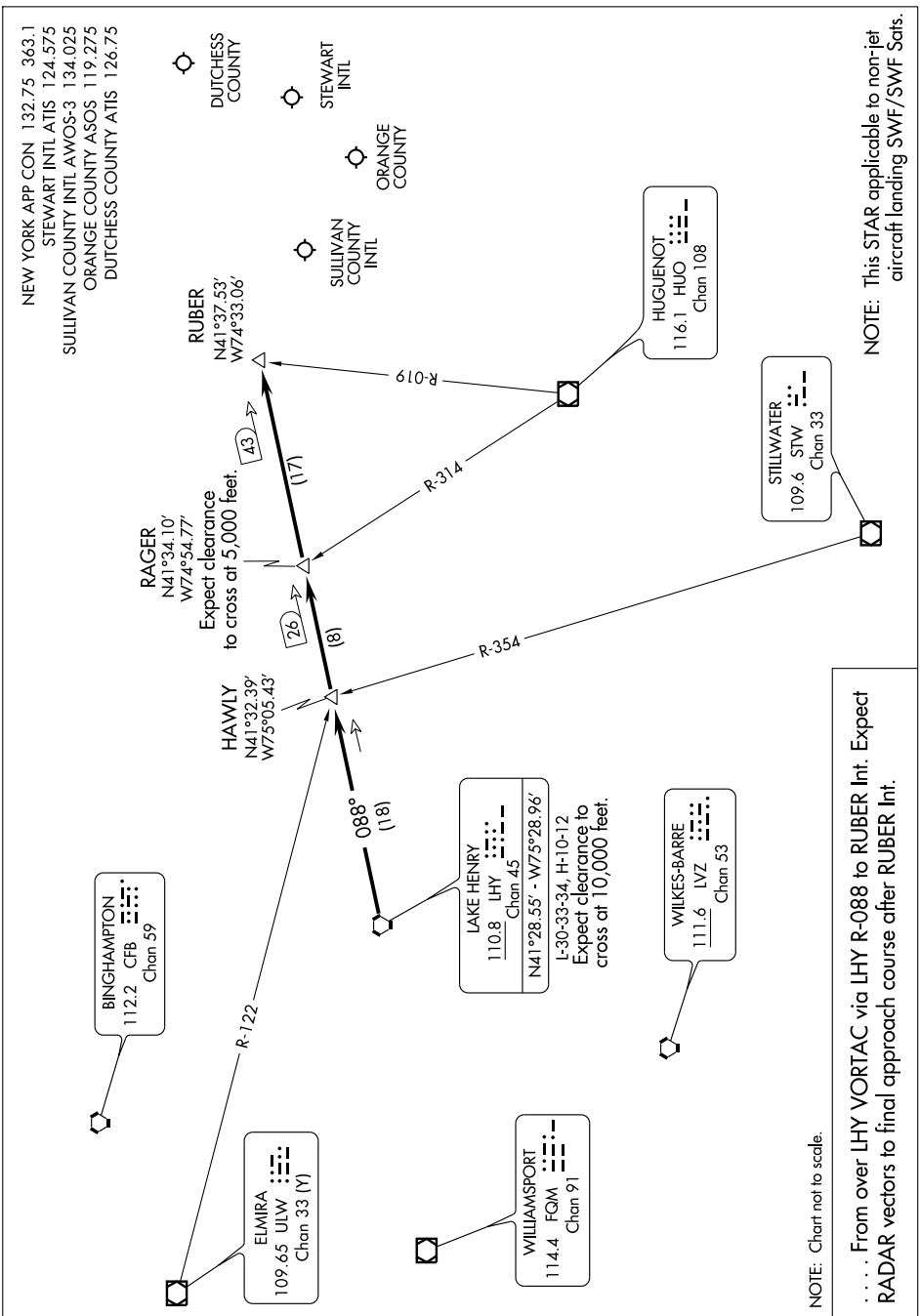
MISSED APPROACH: Climbing right turn to 3300 direct MUMVE and hold.

AWOS-3
124.725NEW YORK APP CON
132.75 363.1CLNC DEL
121.6UNICOM
122.8 (CTAF) ①

| | | | | |
|---|---|---|----------------------|----------------------|
| 3300 | MUMVE | VGSI and descent angles not coincident. | | 4 NM Holding Pattern |
|  |  | | | |
|  | | | | |
| CATEGORY | A | B | C | D |
| LNAV MDA | 1800-1 410 (400-1) | | 1800-1¼ 410 (400-1¼) | |
| CIRCLING | 1900-1 497 (500-1) | | 1900-1½ 497 (500-1½) | 1960-2 557 (600-2) |

RUBER ONE ARRIVAL

NE-2, 23 SEP 2010 to 21 OCT 2010



RUBER ONE ARRIVAL

NE-2, 23 SEP 2010 to 21 OCT 2010

| | | |
|--|------------------------|---|
| VOR/DME HUO 116.1 Chan 108 | APP CRS 344° | Rwy Ldg TDZE 1390 Apt Elev 1403 |
|--|------------------------|---|

VOR/DME RWY 33

MONTICELLO/SULLIVAN COUNTY INTL (MSV)



If local altimeter setting not received, use Newburgh/Stewart Intl altimeter setting and increase all MDAs 160 feet.

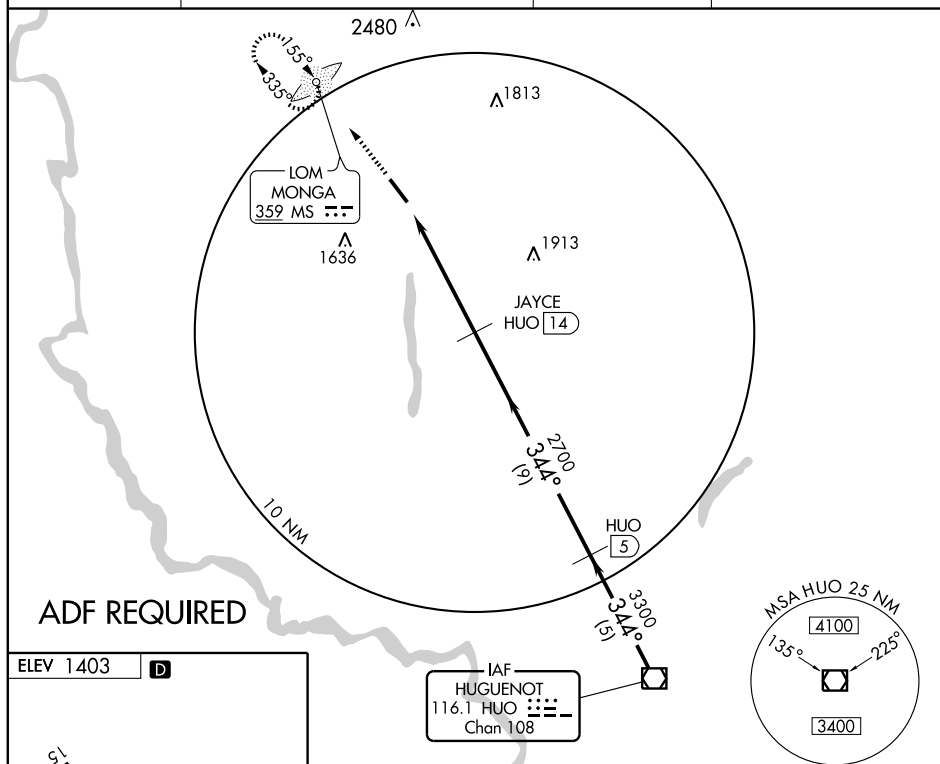
MISSED APPROACH: Climb to 4000 direct MS LOM and hold.

AWOS-3
124.725

NEW YORK APP CON
132.75 363.1

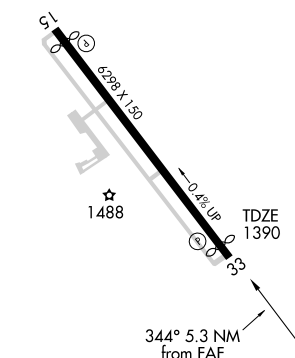
CLNC DEL
121.6

UNICOM
122.8 (CTAF)



ADF REQUIRED

ELEV 1403



| | 4000 | MS | | | | |
|----------|--------|-------------|-------------------------|-------------------------|-------|-------------------|
| | | | | | | |
| | | 359 | | | | |
| | | | JAYCE HUO 14 | | HUO 5 | VOR/DME 3500 |
| | | | 2700 | | 3300 | Procedure Turn NA |
| | | | 5.3 NM | 9 NM | 5 NM | |
| CATEGORY | A | B | C | D | | |
| S-33 | 1980-1 | 590 (600-1) | 1980-1½ 590 (600-1½) | 1980-1¾ 590 (600-1¾) | | |
| CIRCLING | 1980-1 | 577 (600-1) | 1980-1½ 577 (600-1½) | 1980-2 577 (600-2) | | |

HIRL Rwy 15-33
REIL Rws 15 and 33

MONTICELLO, NEW YORK
Amdt 3 10210

MONTICELLO/SULLIVAN COUNTY INTL (MSV)

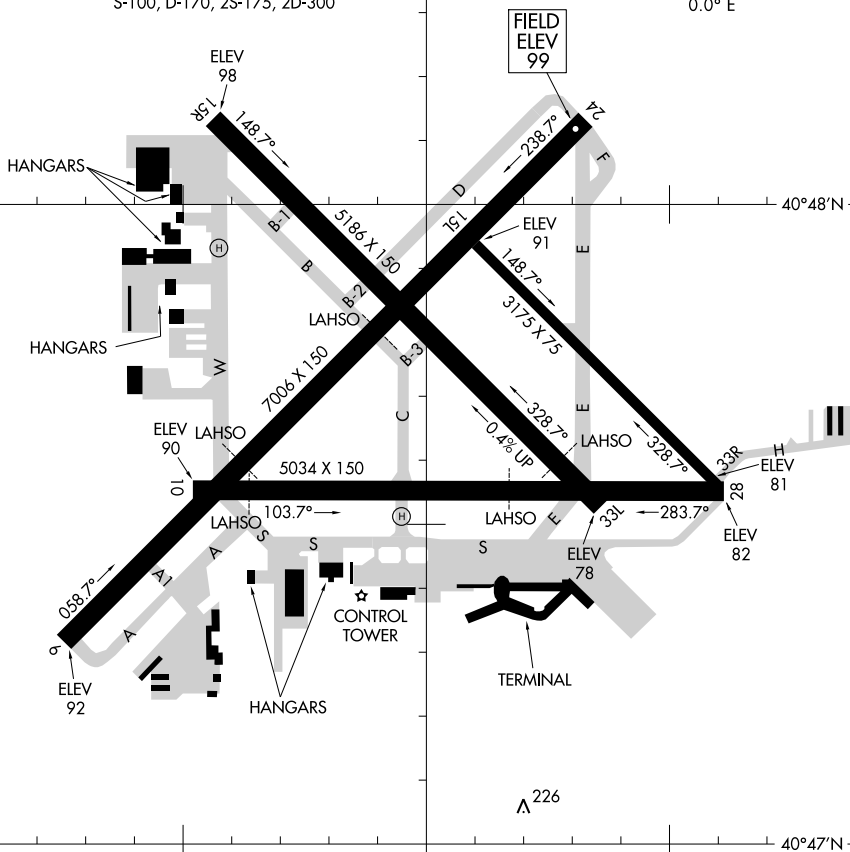
41°42'N - 74°48'W

VOR/DME RWY 33

ATIS
 120.725
 LONG ISLAND TOWER ★
 119.3 335.5
 GND CON
 135.3
 CLNC DEL
 121.85 RWY

RWY 06-24
S-100, D-210, 2S-175, 2D-300
RWY 10-28
S-32, D-56, 2D-92
RWY 15L-33R
S-25
RWY 15R-33L
S-100, D-170, 2S-175, 2D-300

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° E



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

73°07'W

73°06'W

AIRPORT DIAGRAM

10210

ISLIP, NEW YORK

ISLIP/LONG ISLAND MACARTHUR (ISP)

NE-2, 23 SEP 2010 to 21 OCT 2010

| | | | |
|---------------------|-------------|----------|-------------|
| LOC I-ISP | APP CRS | Rwy Idg | 7006 |
| <u>108.3</u> | 059° | TDZE | 94 |
| | | Apt Elev | 99 |

ILS or LOC RWY 6

NEW YORK/LONG ISLAND MAC ARTHUR (ISP)

T When local altimeter setting not received, use Shirley altimeter setting
A and increase S-ILS 6 DA to 322 and all MDA 40 feet.
 For inoperative MALSR, increase S-LOC 6 Cat D visibility to RVR 5000.
 ** RVR 1800 authorized with the use of FD or or AP or HUD to DA.

MALSR

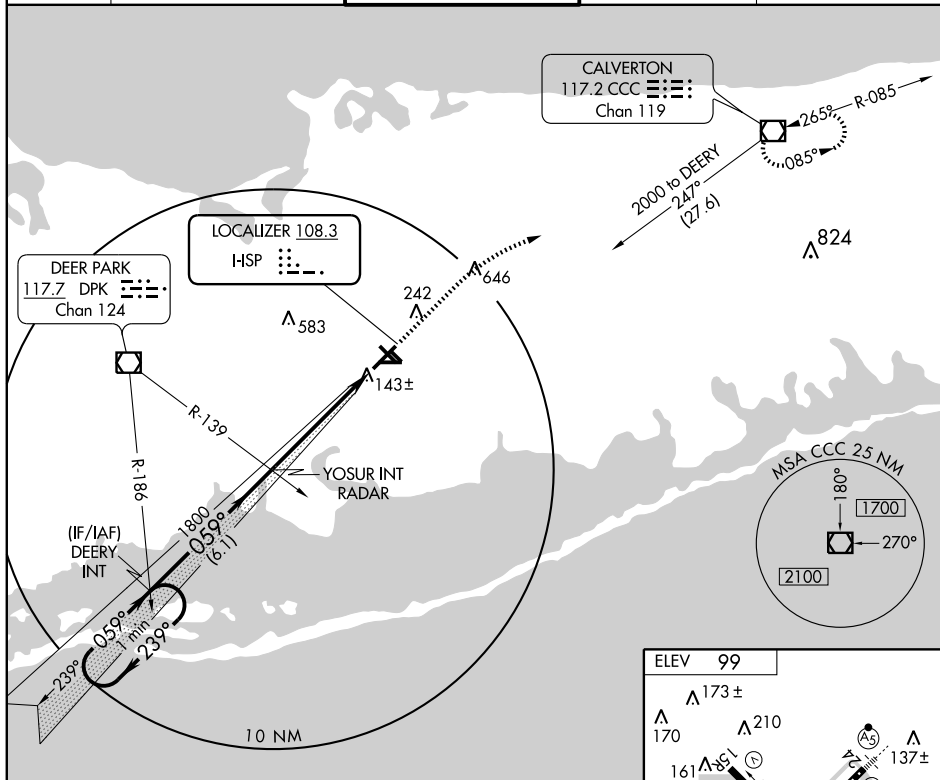
MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

ATIS
120.725

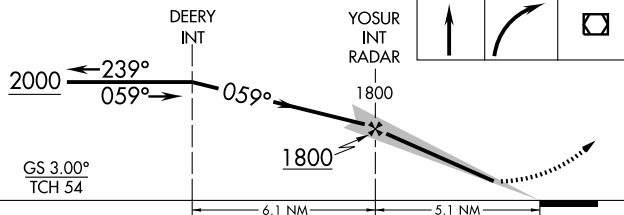
NEW YORK APP CON
118.0 343.75

LONG ISLAND TOWER ★
119.3 (CTAF) **L** 335.5

GND CON
135.3

CLNC DEL
121.85

VGSI and ILS glidepath not coincident.



| CATEGORY | A | B | C | D |
|----------|----------------------------|-----------------------|----------------------|-----------------------|
| S-ILS 6 | **294/24 200(200-½) | | | |
| S-LOC 6 | 400-24 306 (400-½) | | | 400/40 306 (400-¾) |
| CIRCLING | 580-1 481 (500-1) | 580-1½ 481 (500-½) | 660-2 561 (600-2) | |

[illegible]

NEW YORK, NEW YORK

Amdt 23 10266

NEW YORK/ LONG ISLAND MAC ARTHUR (ISP)

40°48'N - 73°06'W

ILS or LOC RWY 6

NE-2. 23 SEP 2010 to 21 OCT 2010

| | | | |
|---------------------|-------------|----------|-------------|
| LOC I-RXN | APP CRS | Rwy Idg | 7006 |
| <u>108.3</u> | 239° | TDZE | 99 |
| | | Apt Elev | 99 |

ILS or LOC RWY 24

NEW YORK/ LONG ISLAND MAC ARTHUR (ISP)

T **RVR 1800 authorized with the use of FD or AP or HUD to DA.
A When local altimeter setting not received, use Shirley altimeter setting and increase S-ILS 24 DA to 327 and all MDA 40 feet and increase S-LOC Cat D visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 2000 then left turn via heading 100° and CCC R-221 to CCC VOR/DME and hold.

| | |
|---------|------------------|
| ATIS | NEW YORK APP CON |
| 120.725 | 118.0 343.75 |

LONG ISLAND TOWER★
119.3 (CTAF) **L** 335.5


GND CON
135.3


CLNC DEL
121.85

ALTERNATE
MISSED
APCH
FIX

NoPT for arrivals on CCC VOR/DME
airway radials 057 CW 193.

— IAF —
CALVERTON
2 CCC ::::
Chan 119

DEER PARK
117.7 DPK 
Chan 124

DEER PARK
117.7 DPK 
Chan 124

ELEV 99

| FAF to MAP 3.5 NM | | | | | |
|-------------------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:30 | 2:20 | 1:45 | 1:24 | 1:10 |

NEW YORK, NEW YORK

Amdt 3 10266

| | | | | | | |
|-----------|-------------|--------------|--|-------------|------------------|-------------------------|
| 2000 ↑ | hdg 100° | CCC R-221 | CCC  | RIZER OM | CORAM INT \| | Procedure Turn NA |
|-----------|-------------|--------------|--|-------------|------------------|-------------------------|

*LOC only

| CATEGORY | A | B | C | D |
|----------|--|---------------------------|---|---------------------------|
| S-ILS 24 | ** 299/24 200 (200- $\frac{1}{2}$) | | | |
| S-LOC 24 | 500/24 | 401 (500- $\frac{1}{2}$) | 500/40 | 401 (500- $\frac{3}{4}$) |
| CIRCLING | 580-1 | 481 (500-1) | 580-1 $\frac{1}{2}$ 481 (500-1 $\frac{1}{2}$) | 660-2 561 (600-2) |

NEW YORK/LONG ISLAND MAC ARTHUR(ISP)

ILS or LOC RWY 24

NE-2. 23 SEP 2010 to 21 OCT 2010

40°48'N - 73°06'W

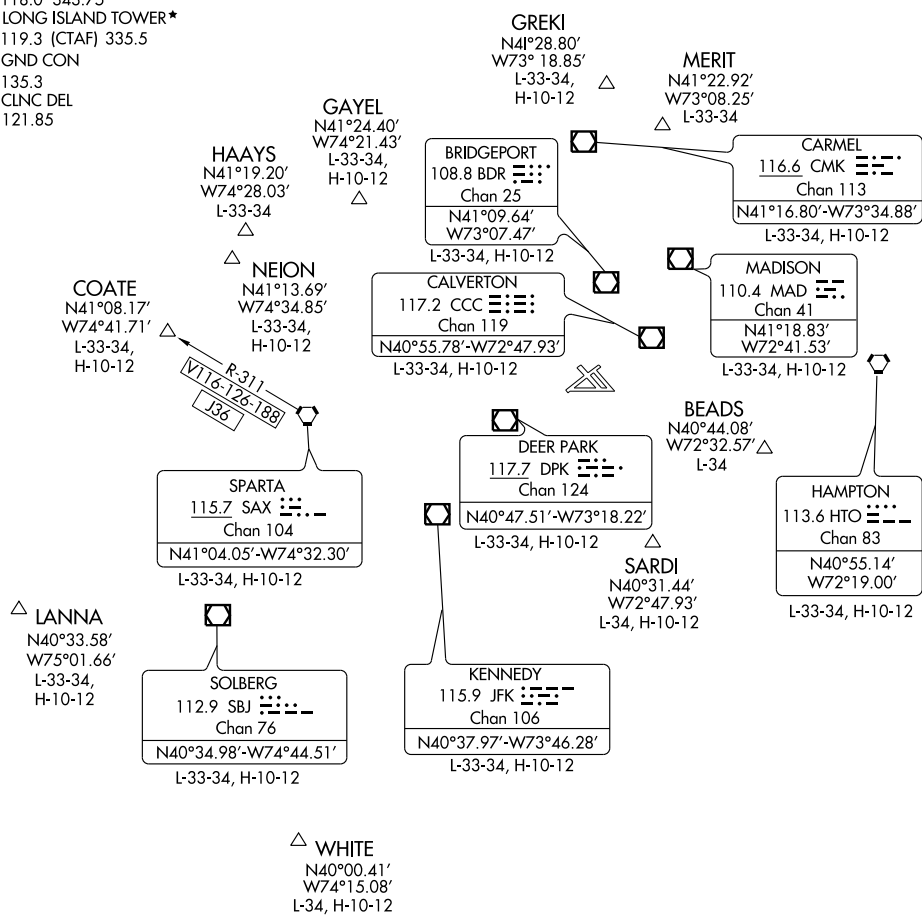
LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

| CITY/AIRPORT | LDG RWY | HOLD-SHORT POINT | MEASURED DISTANCE |
|------------------------------|---------|------------------|-------------------|
| ALBANY, NY | | | |
| ALBANY INTL (ALB) | 01 | 10-28 | 4,150 feet |
| | 28 | 01-19 | 3,750 feet |
| ATLANTIC CITY, NJ | | | |
| ATLANTIC CITY INTL (ACY) | 04 | 13-31 | 3,550 feet |
| | 13 | 04-22 | 3,600 feet |
| | 31 | 04-22 | 5,750 feet |
| ELMIRA, NY | | | |
| ELMIRA/CORNING RGNL (ELM) | 24 | 10-28 | 4,750 feet |
| | 28 | 06-24 | 3,050 feet |
| FARMINGDALE, NY | | | |
| REPUBLIC (FRG) | 32 | 01-19 | 3,650 feet |
| ISLIP, NY | | | |
| LONG ISLAND MAC ARTHUR (ISP) | 06 | 15R-33L | 4,200 feet |
| | 10 | 15R-33L | 3,000 feet |
| | 15R | 10-28 | 4,600 feet |
| | 24 | 10-28 | 4,600 feet |
| | 28 | 06-24 | 4,500 feet |
| NEW YORK, NY | | | |
| LA GUARDIA (LGA) | 04 | 13-31 | 4,600 feet |
| | 31 | 04-22 | 5,500 feet |
| NEWARK, NJ | | | |
| NEWARK LIBERTY INTL (EWR) | 11 | 04R-22L | 5,700 feet |
| | 04L | 11-29 | 7,750 feet |
| | 04R | 11-29 | 8,100 feet |
| POUGHKEEPSIE, NY | | | |
| DUTCHESS COUNTY (POU) | 06 | 15-33 | 3,150 feet |
| SYRACUSE, NY | | | |
| SYRACUSE HANCOCK INTL (SYR) | 10 | 15-33 | 7,700 feet |
| | 15 | 10-28 | 6,000 feet |
| TETERBORO, NJ | | | |
| TETERBORO (TEB) | 01 | 06-24 | 4,550 feet |
| | 06 | 01-19 | 3,750 feet |
| WHITE PLAINS, NY | | | |
| WESTCHESTER COUNTY (HPN) | 11 | 16-34 | 2,500 feet |
| | 16 | 11-29 | 4,000 feet |

ATIS 120.725
NEW YORK APP CON
118.0 343.75
LONG ISLAND TOWER*
119.3 (CTAF) 335.5
GND CON
135.3
CLNC DEL
121.85



NOTE Chart not to scale.

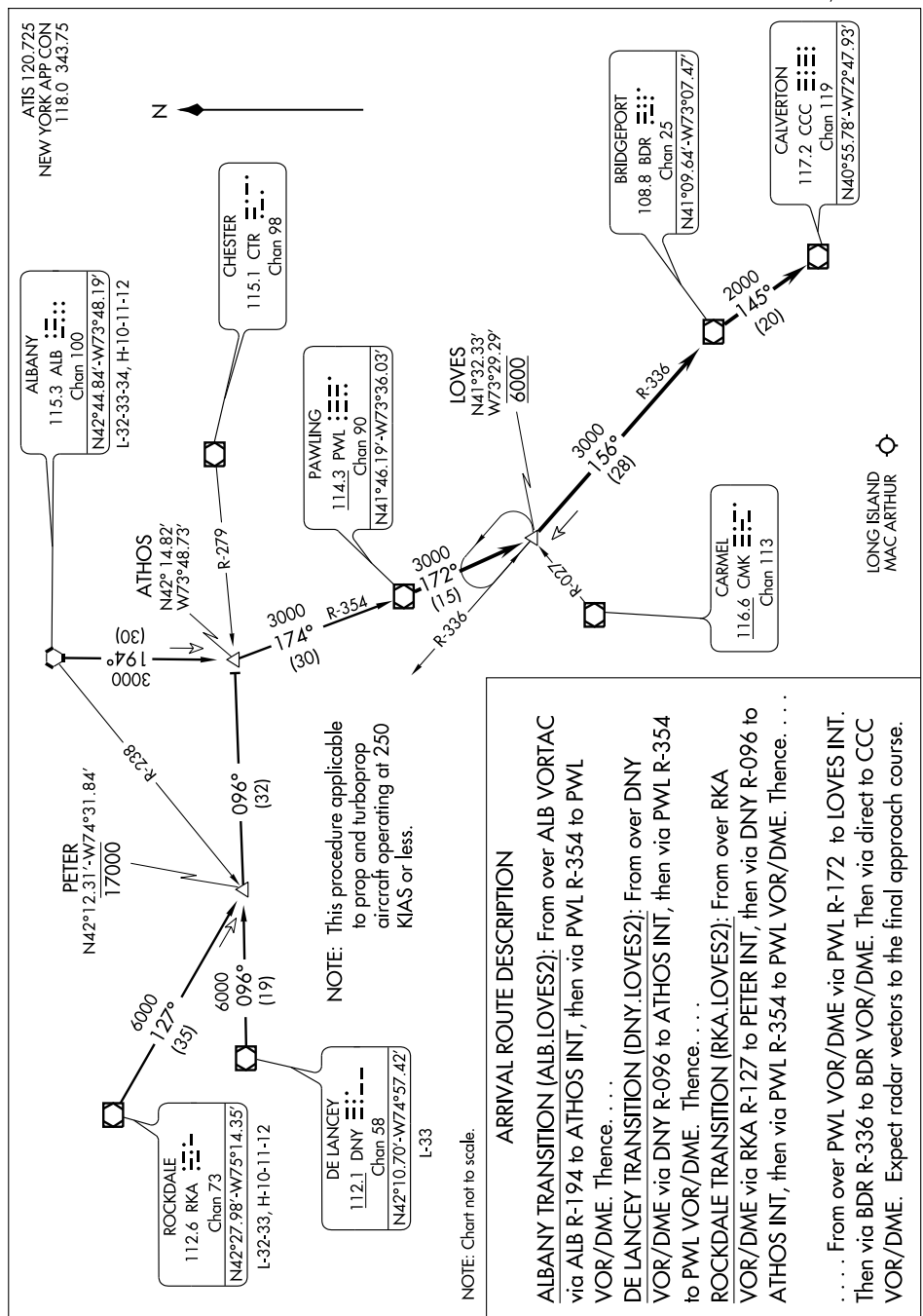
DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on runway heading. Thence via vectors to assigned route/fix. Maintain 3000', expect clearance to filed altitude/flight level 10 minutes after departure.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.

LOVES TWO ARRIVAL

NE-2, 23 SEP 2010 to 21 OCT 2010



NE-2, 23 SEP 2010 to 21 OCT 2010

NDB RWY 6

NEW YORK/ LONG ISLAND MAC ARTHUR (ISP)

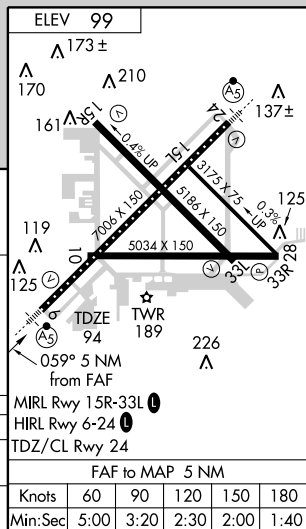
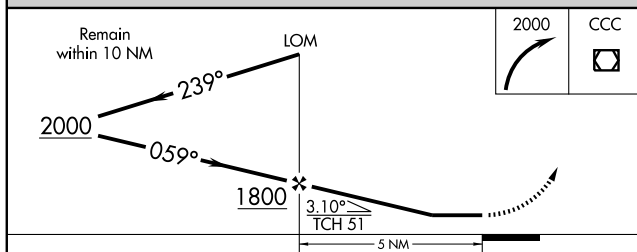
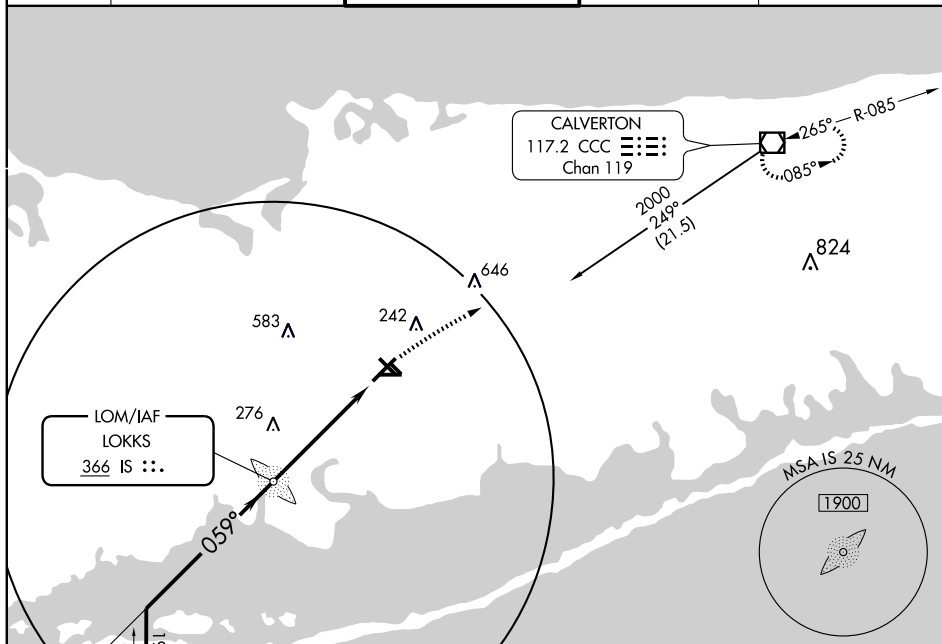
| | | | |
|----------------------|------------------------|-----------------------------|---------------------------------------|
| LOM IS 366 | APP CRS 059° | Rwy Idg TDZE Apt Elev | 7006 94 99 |
|----------------------|------------------------|-----------------------------|---------------------------------------|

T When local altimeter setting not received, use Shirley altimeter setting and increase all MDA 40 feet and increase S-6 Cat C and D visibility ¼.



MISSED APPROACH: Climbing right turn to 2000 direct CCC VOR/DME and hold.

| | | | | |
|------------------------|---|---|-------------------------|---------------------------|
| ATIS 120.725 | NEW YORK APP CON 118.0 343.75 | LONG ISLAND TOWER★ 119.3 (CTAF) 0 335.5 | GND CON 135.3 | CLNC DEL 121.85 |
|------------------------|---|---|-------------------------|---------------------------|



| CATEGORY | A | B | C | D |
|----------|--------|-------------|------------------------|------------------------|
| S-6 | 580/40 | 486 (500-¾) | | 580/60 486 (500-1¼) |
| CIRCLING | 580-1 | 481 (500-1) | 580-1½ 481 (500-1½) | 660-2 561 (600-2) |

NEW YORK, NEW YORK

Amdt 20 10266

NEW YORK/ LONG ISLAND MAC ARTHUR (ISP)

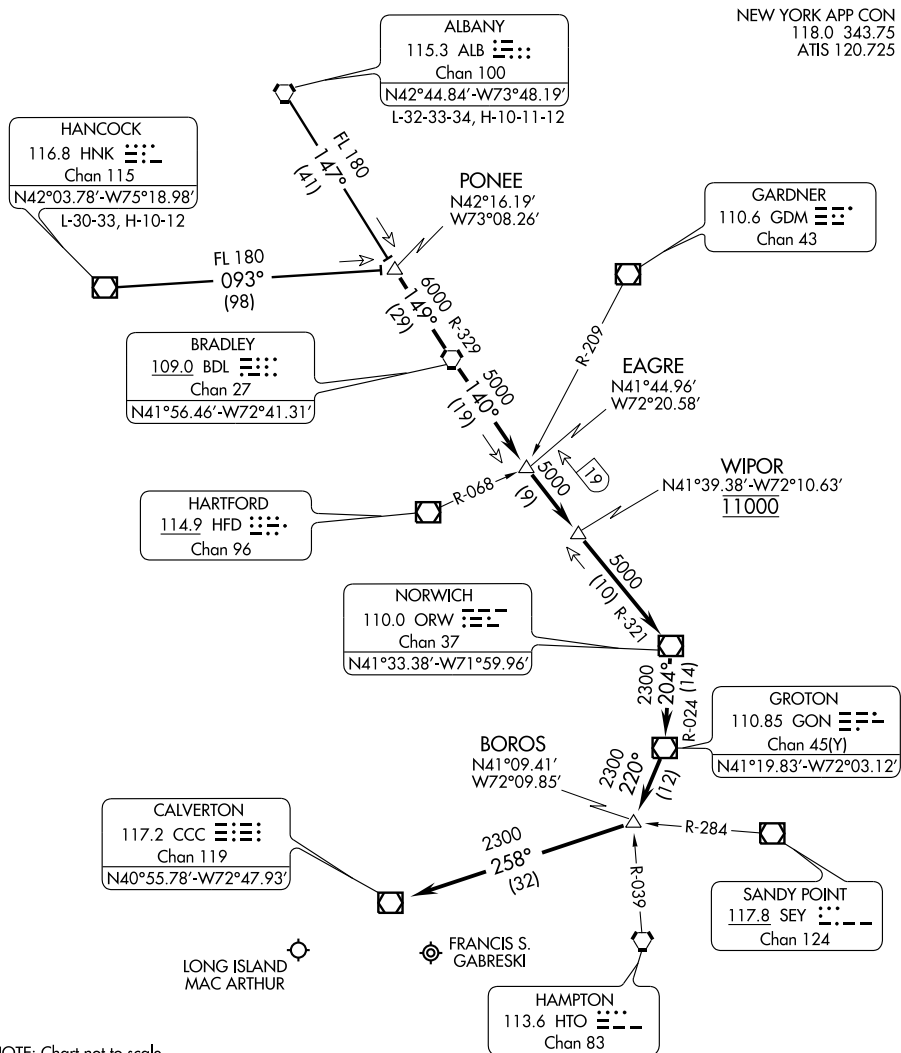
40°48'N - 73°06'W

NDB RWY 6

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

PONEE TWO ARRIVAL



NOTE: Chart not to scale.

HANCOCK TRANSITION (HNK.PONEE2): From over HNK VOR/DME via HNK R-093 to PONEE INT. Thence. . .

... From over PONEE INT via BDL R-329 to BDL VORTAC; then via BDL R-140 to ORW VOR/DME, then via ORW R-204 to GON VOR/DME, then via GON R-220 to BOROS INT, then direct to CCC VOR/DME. Expect radar vectors to final approach course.

NE-2. 23 SEP 2010 to 21 OCT 2010

PONEE TWO ARRIVAL

(PONEE.PONEE2) 10266

NEW YORK, NEW YORK

| | | | |
|--|------------------------|---|-------------|
| WAAS CH 66010 W06A | APP CRS 059° | Rwy Idg TDZE 94 Apt Elev 99 | 7006 |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 6

NEW YORK/ LONG ISLAND MAC ARTHUR (ISP)

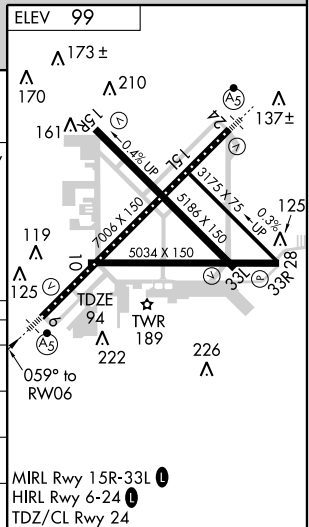
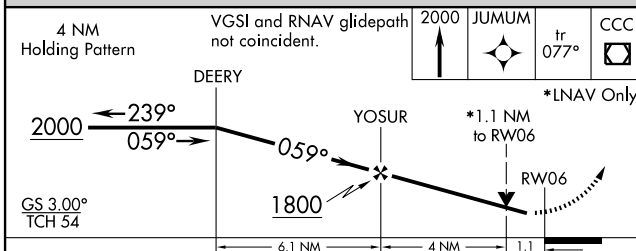
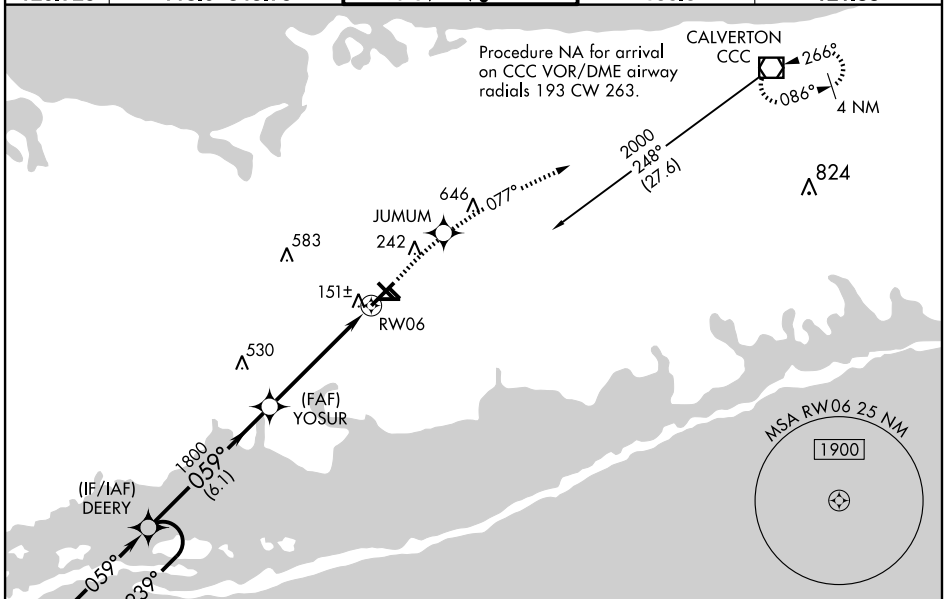
- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
 ▲ When local altimeter setting not received, use Shirley altimeter setting and increase all DA 28 feet and all MDA 40 feet.
 For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.
 Baro-VNAV NA when using Shirley altimeter setting.
 VDP NA when using Shirley altimeter setting.

MALSR



MISSED APPROACH: Climb to 2000 direct JUMUM and via 077° track to CCC VOR/DME and hold.

| | | | | |
|------------------------|---|--|-------------------------|---------------------------|
| ATIS 120.725 | NEW YORK APP CON 118.0 343.75 | LONG ISLAND TOWER ★ 119.3 (CTAF) 335.5 | GND CON 135.3 | CLNC DEL 121.85 |
|------------------------|---|--|-------------------------|---------------------------|



| CATEGORY | A | B | C | D |
|--------------|--------------------|---------------------|--------------------|---|
| LPV DA | 294/24 | 200 (200-½) | | |
| LNAV/VNAV DA | 451/40 | 357 (400-¾) | | |
| LNAV MDA | 500/24 406 (500-½) | 500/40 406 (500-¾) | 500/50 406 (500-1) | |
| CIRCLING | 580-1 481 (500-1) | 580-1½ 481 (500-1½) | 660-2 561 (600-2) | |

NEW YORK, NEW YORK

Orig-A 08APR10

NEW YORK/ LONG ISLAND MAC ARTHUR (ISP)

40°48'N - 73°06'W

RNAV (GPS) RWY 6

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 82610 W24A | APP CRS 239° | Rwy Idg TDZE Apt Elev | 7006 99 99 |
|--|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) RWY 24

NEW YORK/ LONG ISLAND MAC ARTHUR (ISP)

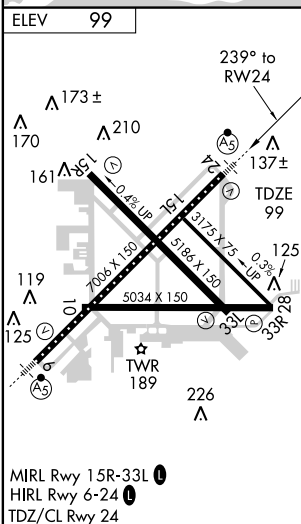
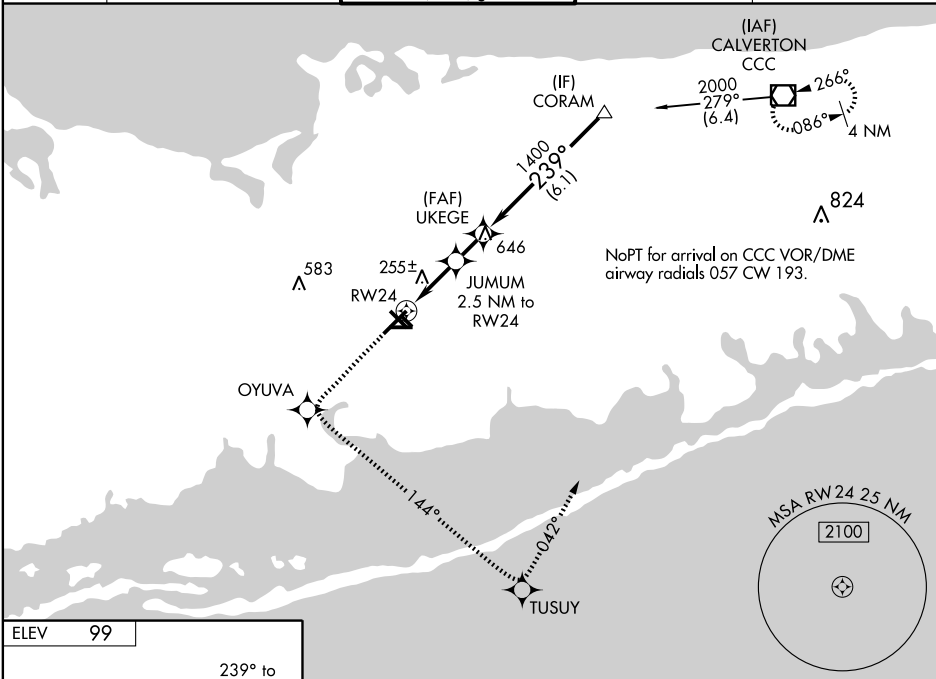
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shirley altimeter setting and increase all DA 28 feet and all MDA 40 feet. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. Baro-VNAV NA when using Shirley altimeter setting. VDP NA when using Shirley altimeter setting.

MALSR



MISSED APPROACH: Climb to 2000 direct OYUVA then via 144° track to TUSUY then via 042° track to CCC VOR/DME and hold.

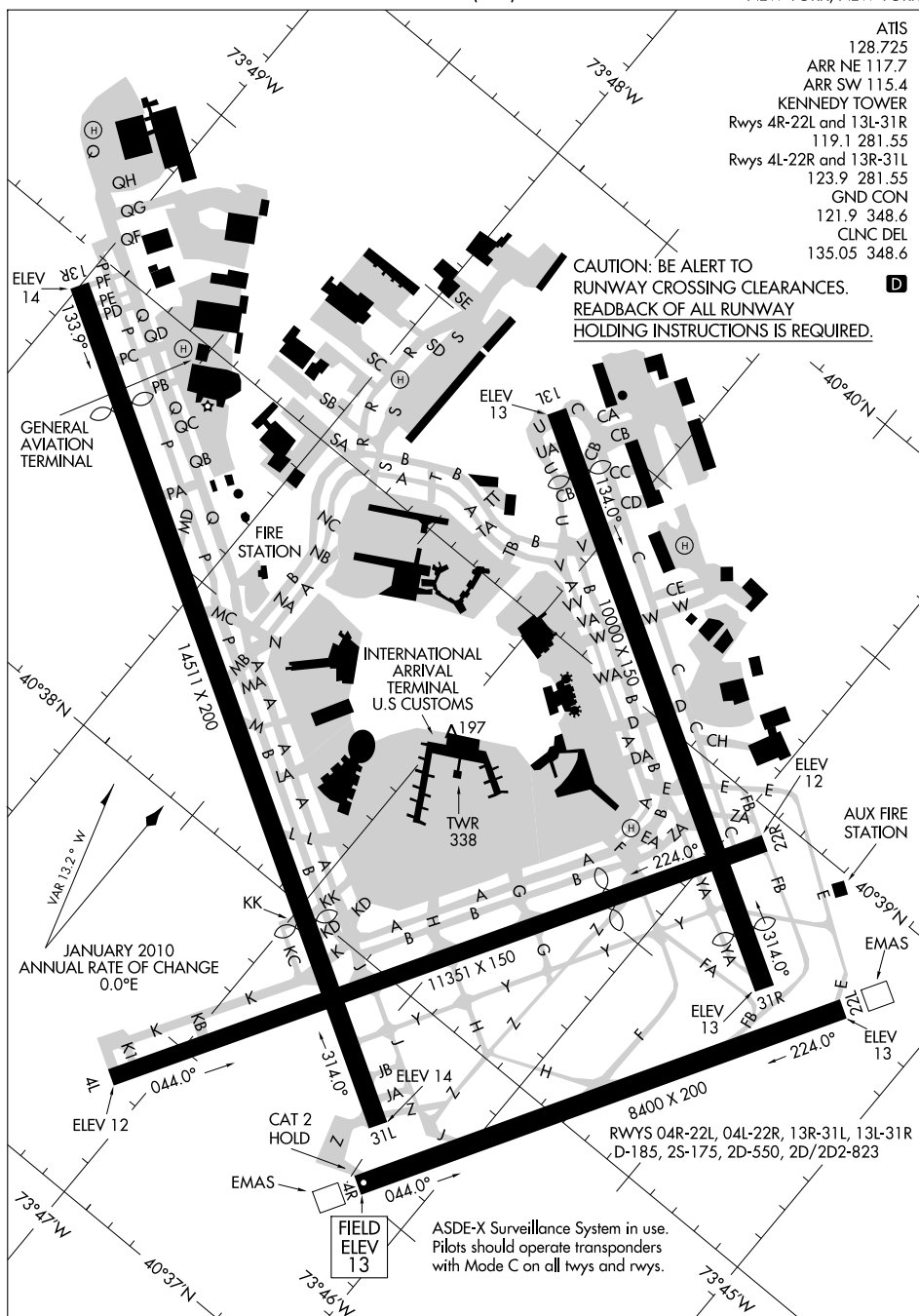
| | | | | |
|------------------------|---|--|-------------------------|---------------------------|
| ATIS 120.725 | NEW YORK APP CON 118.0 343.75 | LONG ISLAND TOWER ★ 119.3 (CTAF) 0 335.5 | GND CON 135.3 | CLNC DEL 121.85 |
|------------------------|---|--|-------------------------|---------------------------|



| ELEV 99 | 2000 OYUVA | TUSUY tr 144° | CCC tr 042° | CORAM |
|--------------|----------------------|---------------|------------------------|-----------------------|
| *LNAV Only | JUMUM 2.5 NM to RW24 | UKEGE | 2000 Procedure Turn NA | |
| RW24 | *1.2 NM to RW24 | *940 | 1400 | GS 3.00° TCH 52 |
| 1.2 NM | 1.3 NM | 1.4 NM | 6.1 NM | |
| CATEGORY | A | B | C | D |
| LPV DA | 299/24 | 200 (200-½) | | |
| LNAV/VNAV DA | 593/60 | 494 (500-1¼) | | |
| LNAV MDA | 520/24 | 421 (500-½) | 520/40 421 (500-¾) | 520/50 421 (500-1) |
| CIRCLING | 580-1 | 481 (500-1) | 580-1½ 481 (500-1½) | 660-2 561 (600-2) |

AIRPORT DIAGRAM

AL-610 (FAA)

NEW YORK /JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK

AIRPORT DIAGRAM

JOHN F KENNEDY INTL (JFK) 13 SE UTC-5(-4DT) N40°38.39' W73°46.74'

NEW YORK

13 B S4 FUEL 100LL, JET A OX 1, 3 LRA Class I, ARFF Index E NOTAM FILE JFK

COPTER

Rwy 13L-31L: H14511X200 (CONC-GRVD) D-185, 2S-175, 2D-550, 2D/2D2-823

H-101, 121, L-33B, 34H

HIRL CL

IAP, AD

Rwy 13R: LDIN. Thld dsplcd 2043'. Rgt tfc.

Rwy 31L: MALSR. PAPI(P4L)—GA 3.0° TCH 67'. Thld dsplcd 3263'.

Rwy 04L-22R: H11351X150 (ASPH-CONC-GRVD) D-185, 2S-175,

2D-550, 2D/2D2-823 HIRL CL

Rwy 04L: PAPI(P4L)—GA 3.0° TCH 72'.

Rwy 22R: Thld dsplcd

2696'. Fence.

Rwy 13L-31R: H10000X150 (ASPH-GRVD) D-185, 2S-175,

2D-550, 2D/2D2-823 HIRL CL

Rwy 13L: LDIN. ALSF2. TDZL. VASI(V12)—GA 2.75° TCH 66'. Thld

dsplcd 905'. Road. Rgt tfc.

Rwy 31R: MALSR. TDZL. Thld dsplcd 1030'.

Rwy 04R-22L: H8400X200 (ASPH-GRVD) D-185, 2S-175, 2D-550,

2D/2D2-823 HIRL CL

Rwy 04R: ALSF2. TDZL.

Rwy 22L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 66'.

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 04L: TORA-11351 TODA-11351 ASDA-11351 LDA-11351

Rwy 04R: TORA-8400 TODA-8400 ASDA-8400 LDA-8400

Rwy 13L: TORA-10000 TODA-10000 ASDA-10000 LDA-9095

Rwy 13R: TORA-11248 TODA-11248 ASDA-11052 LDA-9009

Rwy 22L: TORA-8400 TODA-8400 ASDA-8400 LDA-8400

Rwy 22R: TORA-11351 TODA-11351 ASDA-11351 LDA-8655

Rwy 31L: TORA-10925 TODA-10925 ASDA-10925

Rwy 31R: TORA-10000 TODA-10000 ASDA-10000 LDA-8976

ARRESTING GEAR/SYSTEM

Rwy 04R: EMAS

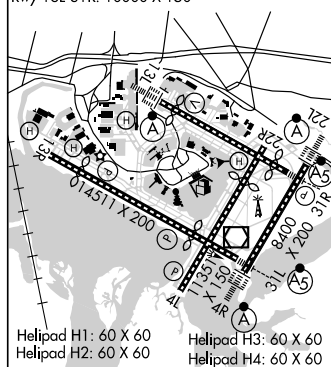
Rwy 22L: EMAS

AIRPORT REMARKS: Special Air Traffic Rules—Part 93 High Density Arpt. Prior reservation required. See Aeronautical Information Manual. Attended continuously. Para-Sail and banner towing ops 1000 ft and bto in upper and lower New York bays including Rockaway inlet indef. For noise restrictions call 212-435-3685 during normal business hours. Flocks of birds on and in/ovf arpt. Rwy 22L ALSF2 NSTD lgt spacing. Rwy 22L PAPI horizontal offset 4° to left. Rwy 13L VASI unusable left side centerline. Lead-in Rwy 13L uses the 1000 ft light station of the approach light system only with CRI VOR approaches and is angled toward AQUEDUCT. Also 5 sequence flashing lgts from 1200 ft-2000 ft and a 5 sequence flashing lgts grouping approximately 1 mile from rwy plus 1 adjacent forming an approach gate are angled 35° south of Rwy 13L centerline designed to provide earlier ident of rwy environment. Lefferts Sections of Rwy 13L Lead-in system consists of 27 flashing lgts located 2500 ft to 3000 ft from Rwy 13L thld consists of six sequenced flashing lgts spaced 100 ft apart. Lgts monitored by ATCT.

Coded transponder required. General aviation tfc ctc arpt ops on UNICOM for parking directions. General Aviation: non based charter and non based commercial aircraft operators must make arrangements for fuel prior to arrival call 718-244-4111. Twy Q at Hangar 19 tow in/out only. Rwy 04L touchdown, and rollout rwy visual range avbl. Rwy 22R touchdown, and rollout rwy visual range avbl. Rwy 13L touchdown, and rollout rwy visual range avbl. Rwy 31R touchdown, and rollout rwy visual range avbl. ASDE-X surveillance system in use, pilots should operate transponders with MODE-C on all twys and rwys. Acft prohibited in the runup block areas at Twy Z. To be used for turn around only. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices-Intersection Departures During Period of Darkness.

WEATHER DATA SOURCES: ASOS (718) 656-0956. LLWAS.

Rwy 13L-31R: 10000 X 150



Helipad H1: 60 X 60
Helipad H2: 60 X 60

Helipad H3: 60 X 60
Helipad H4: 60 X 60

COMMUNICATIONS: D-ATIS ARR/DEP 128.725 D-ATIS ARR-SW 115.4 D-ATIS ARR-NE 117.7
UNICOM 122.95

KENNEDY RCO 122.1R 115.9T (NEW YORK RADIO)

KENNEDY TOWER 119.1 (Rwys 04R-22L and 13L-31R) 123.9 (Rwy 04L-22R and 13R-31L)

| | | | | | | |
|---------|-------|--------|------------------------|--------|-----------|--------|
| GND CON | 121.9 | 121.65 | CLNC DEL/PRE TAXI CLNC | 135.05 | GATE HOLD | 125.05 |
|---------|-------|--------|------------------------|--------|-----------|--------|

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE JFK.

KENNEDY (H) VOR/DME 115.9 JFK Chan 106 N40°37.97' W73°46.28' at fld. 11/12W.

CANARSIE (T) VORW/DME 112.3 CRI Chan 70 N40°36.75' W73°53.67' 084° 5.5 to fld. 10/11W.

ILS/DME 109.5 I-JFK Chan 32 RWY 04R. Class IIIE. DME also serves Rwy 22R.

ILS/DME 110.9 I-IWY Chan 46 Rwy 22L.

ILS/DME 110.9 I-HIQ Chan 46 Rwy 04L. Class IE.

ILS 111.35 I-MOH Rwy 31L. Class IT.

ILS/DME 109.5 I-JOC Chan 32 Rwy 22R. (LOC only). DME also serves Rwy 04R.

ILS 111.5 I-RTH Chan 52 Rwy 31R. LOC unusable byd 15° left side of course.

ILS 111.5 I-TLK Chan 52 Rwy 13L. Class IIE. LOC unusable byd 11 DME.

COMM/NAV/WEATHER REMARKS: Use CAUTION for possible radio interference or false instructions on twr frequencies.

HELIPAD H1: H60X60 (ASPH)

HELIPAD H2: H60X60 (ASPH) PERIMETER LGTS

HELIPAD H3: H60X60 (ASPH PERIMETER LGTS

HELIPAD H4: H60X60 (ASPH) PERIMETER LGTS

HELIPORT REMARKS: Helipad H1 dalgt hrs only. Helipad H1 located on Twy SC adjacent to Twy R. Helipad H2 located on Twy EA between Twys A and B. Helipad H3 located at Bldg 145 general aviation terminal ramp. H4 CLOSED indef. Heliport located northwest end of Twy Q adjacent to Hangar 19.

BELMONT VISUAL RWY 22L

AL-610 (FAA)

NEW YORK/ JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK

ATIS 128.725

(NE) 117.7

(SW) 115.4

NEW YORK APP CON

127.4 269.0

KENNEDY TOWER

Rwys 4R/22L and 13L/31R

119.1 281.55

Rwys 4L/22R and 13R/31L

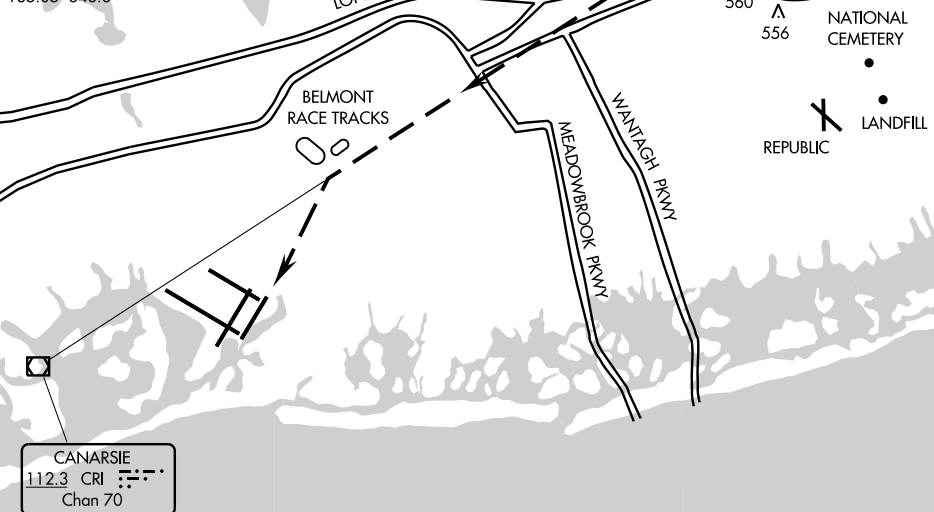
123.9 281.55

GND CON

121.9 348.6

CLNC DEL

135.05 348.6



CANARSIE
112.3 CRI
Chan 70

RADAR REQUIRED

Weather minimums: 3500 feet ceiling and 5 mile visibility.

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|----|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| NM | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
|----|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|

BELMONT VISUAL RUNWAY 22L

When cleared for the Belmont Visual Approach to Runway 22L, follow the Long Island Expressway westbound until intercepting CRI R-068 at 3000'. Navigate on CRI R-068 till abeam Belmont Race Track at 1600'. Remain east of Belmont Race Track and proceed direct to JFK Runway 22L.

BELMONT VISUAL RWY 22L

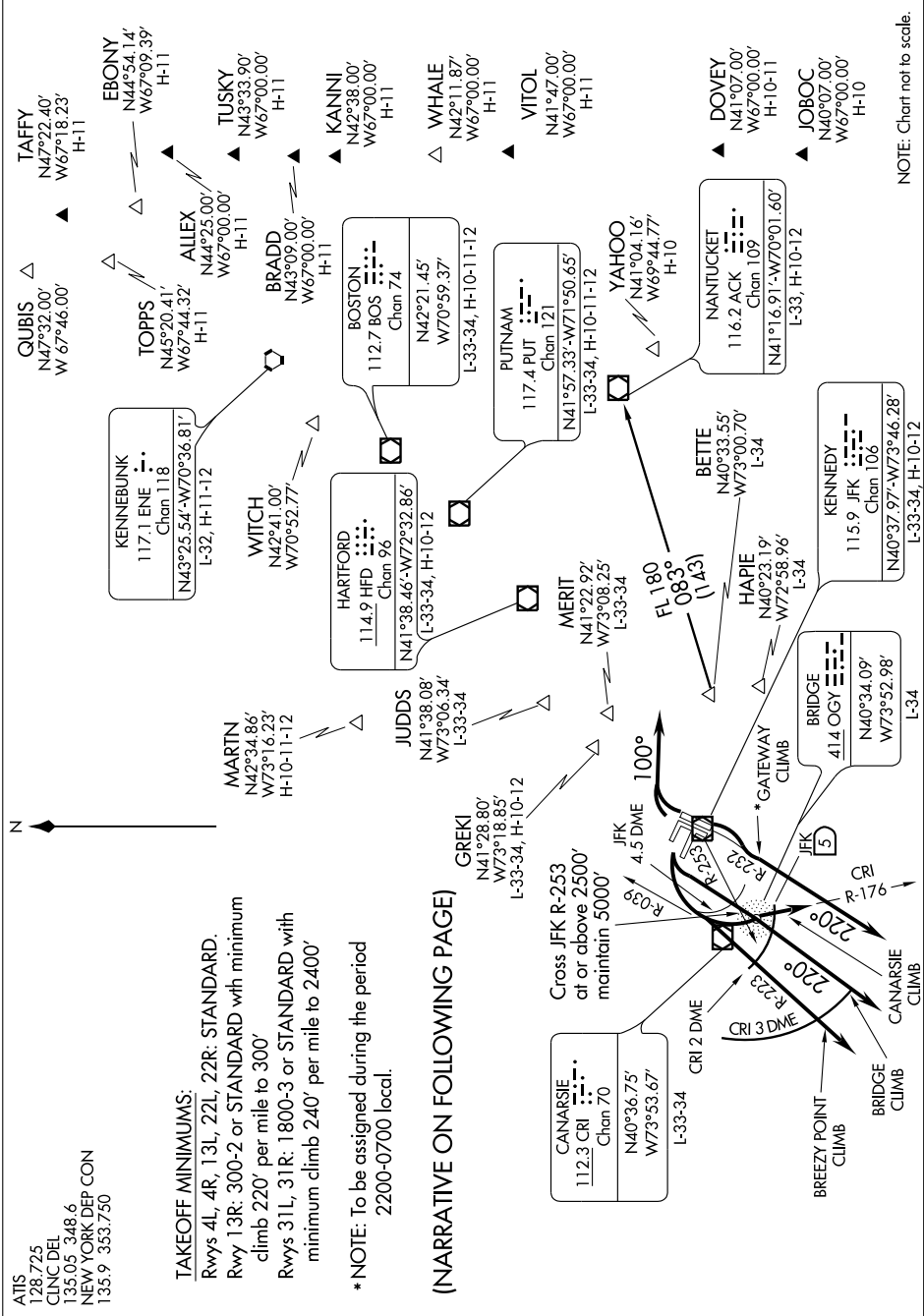
40° 38'N - 73° 47'W

NEW YORK, NEW YORK

(BETTE3.BETTE) 10210
BETTE THREE DEPARTURE

NEW YORK / JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK

NE-2, 23 SEP 2010 to 21 OCT 2010



BETTE THREE DEPARTURE
(BETTE3.BETTE) 10210

NEW YORK, NEW YORK
NEW YORK / JOHN F. KENNEDY INTL (JFK)

NE-2, 23 SEP 2010 to 21 OCT 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.

TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.

* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

NANTUCKET TRANSITION (BETTE3.ACK): From over BETTE INT to ACK VOR/DME.

BETTE: Via radar vectors to BETTE direct ACK VOR/DME. Expect clearance to filed altitude/flight level ten minutes after departure.

* NOTE: To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.

NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerlines. Cross DER at or above 35' AGL/47' MSL.

Rwy 4R, cross DER at or above 21' AGL/33' MSL.

Rwy 13L, cross DER at or above 3' AGL/15' MSL.

Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK

NEW YORK APP CON
127.4 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7 (SW) 115.4
REPUBLIC ATIS
126.65

DEER PARK
117.7 DPK
Chan 124

REPUBLIC

JOHN F. KENNEDY INTL

ROBBINSVILLE
113.8 RBV
Chan 85

COYLE
113.4 CYN
Chan 81

ATLANTIC CITY
108.6 ACY
Chan 23

SEA ISLE
114.8 SIE
Chan 95
N39°05.73'
W74°48.02'
L-34, H-10-12

Note: STAR applicable to Turbojet
aircraft only.

NOTE: Chart not to scale.

From over SIE VORTAC via SIE R-049 and DPK R-221 to CAMRN INT. Expect radar
vectors to final approach fix in use.

CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK

COPTER RNAV (GPS) 028°

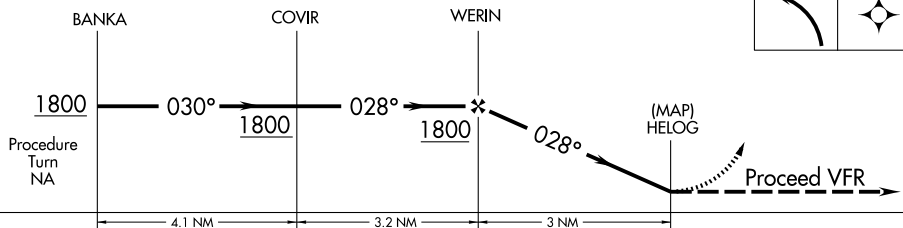
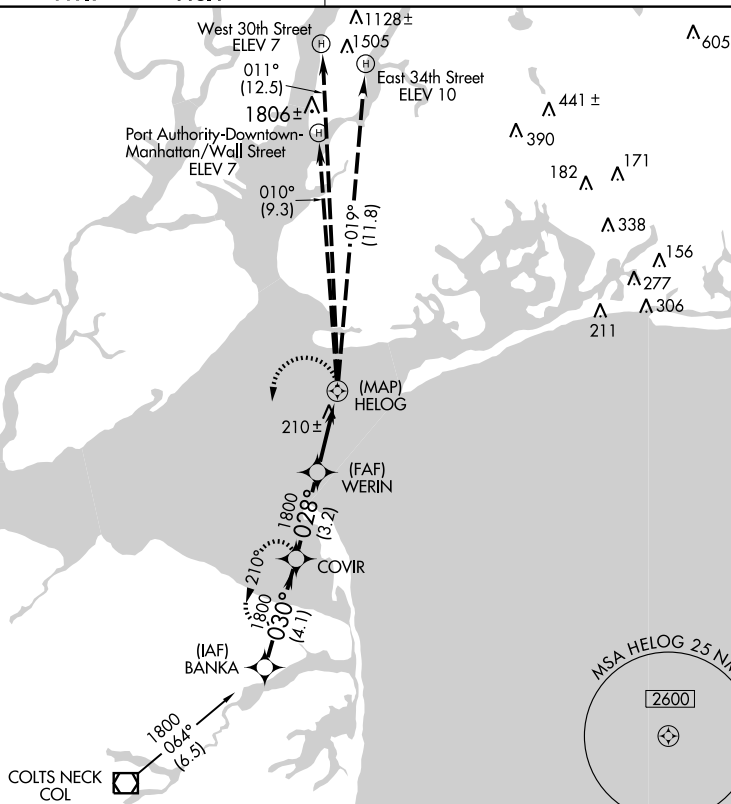
NEW YORK/ JOHN F. KENNEDY INTL (JFK)

NA Proceed VFR from HELOG WP or conduct the specified missed approach.
Limit final and missed approach airspeed to 70 KIAS.
Use John F. Kennedy Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 1800
direct COVIR WP and hold.

ATIS
ARR-NE
128.725
ARR-SW
117.7
115.4

NEW YORK APP CON
127.4 **269.0**



CATEGORY
H-028°

COPTER
500- $\frac{3}{4}$ 467 (500- $\frac{3}{4}$)

NEW YORK, NEW YORK

Orig-A 10210

NEW YORK/ JOHN F. KENNEDY INTL (JFK)

40°38'N - 73°47'W

COPTER RNAV (GPS) 028°

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

GREKI THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.

TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet,

* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

MARTN TRANSITION (GREKI3.MARTN): From over GREKI INT to JUDDS INT, then to MARTN INT.

GREKI: Via radar vectors to GREKI direct JUDDS direct MARTN. Expect clearance to filed altitude/flight level ten minutes after departure.

* NOTE: To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.

NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.

Rwy 4R, cross DER at or above 21' AGL/33' MSL.

Rwy 13L, cross DER at or above 3' AGL/15' MSL.

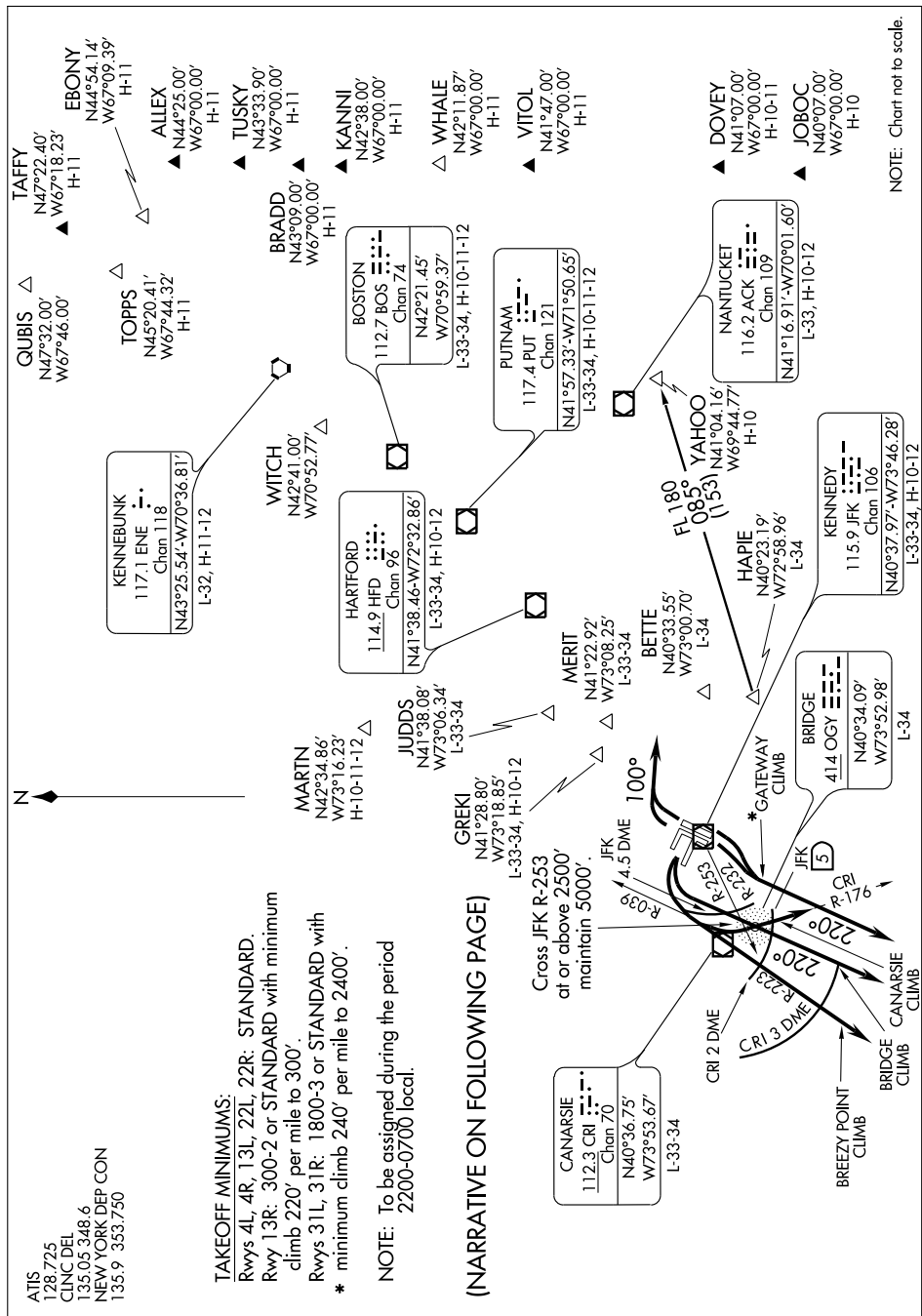
Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

HAPIE THREE DEPARTURE

SL-610 (FAA)

NEW YORK / JOHN F. KENNEDY INTL (JFK)

NEW YORK, NEW YORK





DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.

TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.

* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

YAHOO TRANSITION (HAPIE3.YAHOO): From over HAPIE INT to YAHOO INT.

HAPIE: Via radar vectors to HAPIE direct YAHOO INT. Expect clearance to filed altitude/flight level ten minutes after departure.

* NOTE: To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.

NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.

Rwy 4R, cross DER at or above 21' AGL/33' MSL.




Rwy 13L, cross DER at or above 3' AGL/15' MSL.

Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

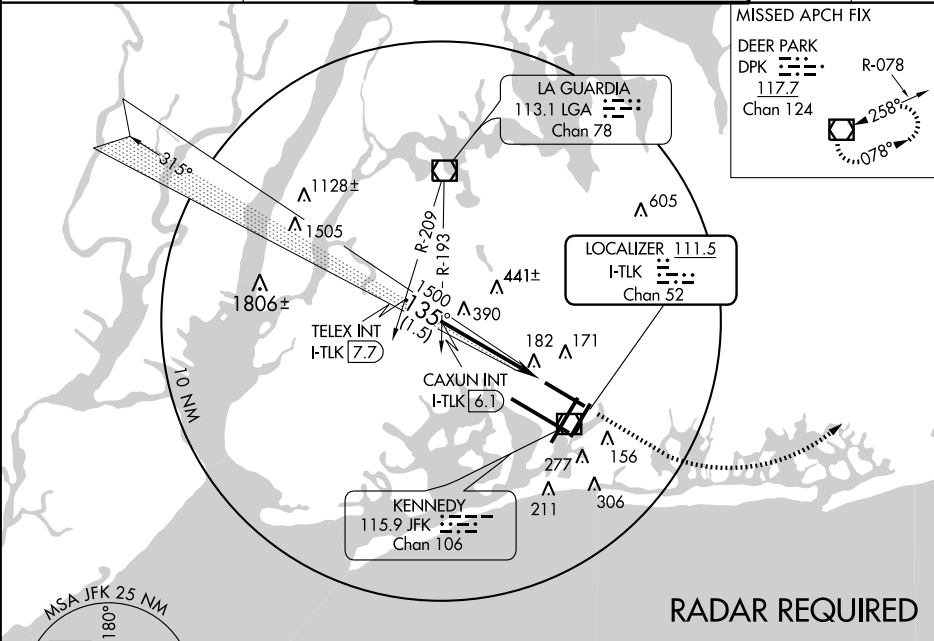
| | | |
|---|------------------------|---|
| LOC/DME I-TLK 111.5 Chan 52 | APP CRS 135° | Rwy Idg 9095 TDZE 13 Apt Elev 13 |
|---|------------------------|---|

ILS or LOC RWY 13L

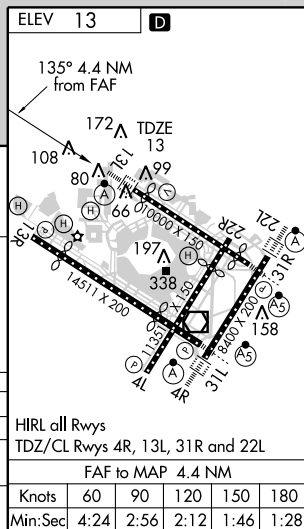
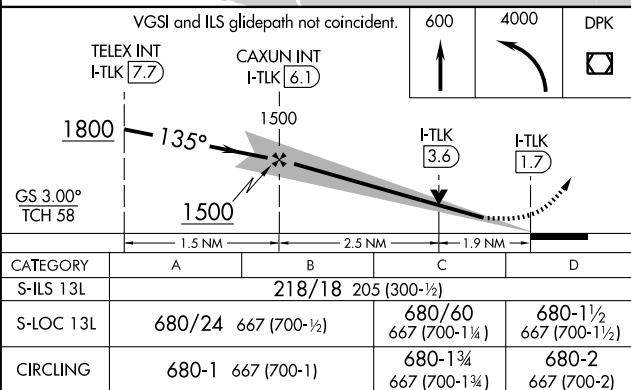
NEW YORK / JOHN F. KENNEDY INTL (JFK)

| | | |
|--|---|---|
|   | ALSIF-2   | MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct to DPK VOR/DME and hold. |
|--|---|---|

| ATIS (ARR-NE) (ARR-SW) | NEW YORK APP CON | KENNEDY TOWER | GND CON | CLNC DEL |
|----------------------------|--------------------|--|--------------------|---------------------|
| 128.725 117.7 115.4 | 127.4 269.0 | Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55 | 121.9 348.6 | 135.05 348.6 |



RADAR REQUIRED



| | | |
|---|------------------------|---|
| LOC/DME I-HWY 110.9 Chan 46 | APP CRS 225° | Rwy Idg 8400 TDZE 13 Apt Elev 13 |
|---|------------------------|---|

ILS or LOC RWY 22L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

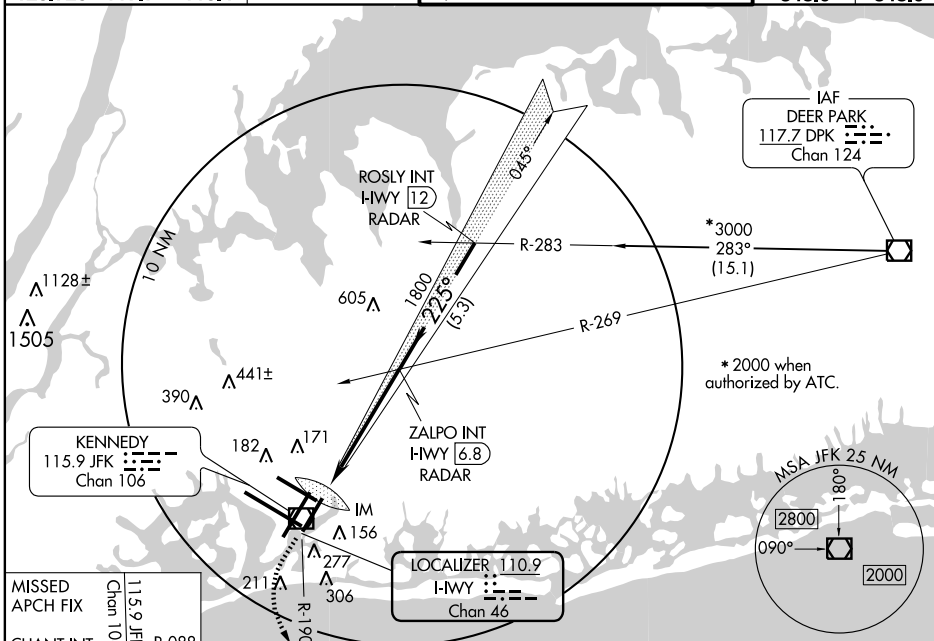


ALS-F-2

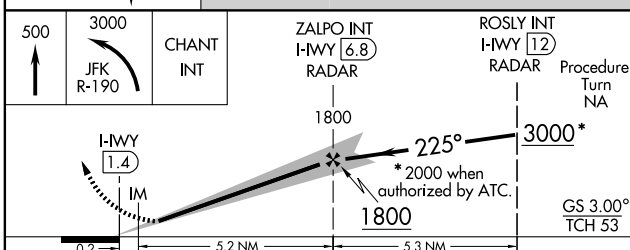
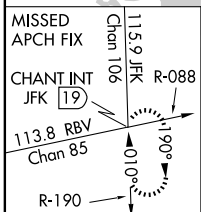
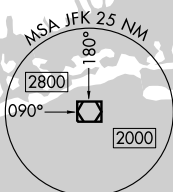


MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT INT/19 DME and hold.

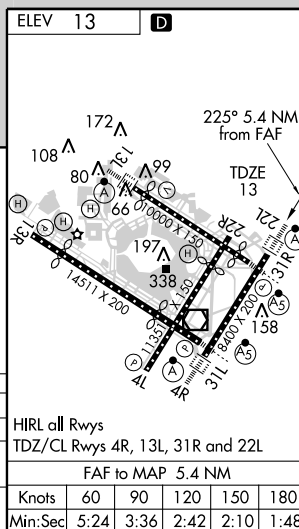
| ATIS (ARR-NE) (ARR-SW) | NEW YORK APP CON | KENNEDY TOWER | GND CON | CLNC DEL |
|----------------------------|--------------------|--|--------------------|---------------------|
| 128.725 117.7 115.4 | 127.4 269.0 | Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55 | 121.9 348.6 | 135.05 348.6 |



* 2000 when authorized by ATC.



| CATEGORY | A | B | C | D |
|-----------|--------------------|----------------------|--------------------|---|
| S-ILS 22L | 213/18 | 200 (200-½) | | |
| S-LOC 22L | 460/24 447 (500-½) | 460/40 447 (500-¾) | 460/50 447 (500-1) | |
| CIRCLING | 640-1 627 (700-1) | 640-1 ¾ 627 (700-1¾) | 640-2 627 (700-2) | |



| FAF to MAP 5.4 NM | | | | | |
|-------------------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

| | | |
|----------------------------|------------------------|---|
| LOC I-MOH 111.35 | APP CRS 315° | Rwy Idg TDZE 13 Apt Elev 13 |
|----------------------------|------------------------|---|

ILS or LOC RWY 31L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

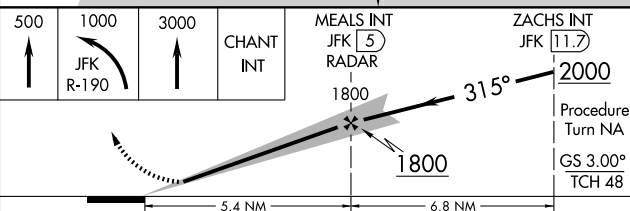
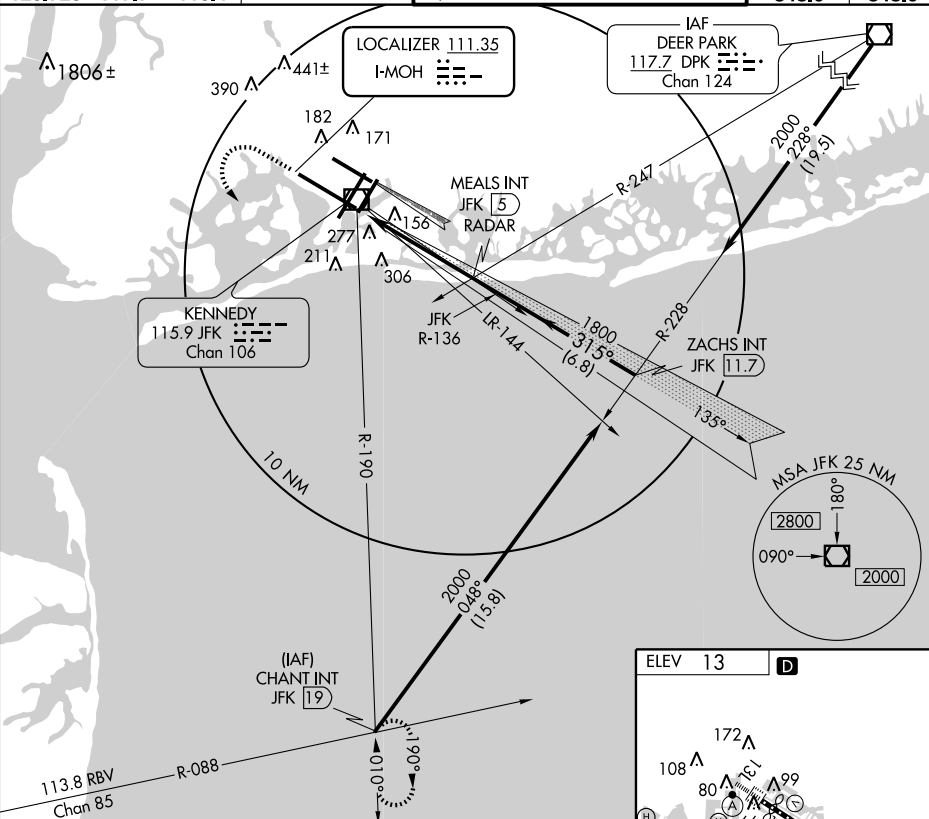
- Simultaneous approach authorized with Rwy 31R.
DME from JFK VOR/DME.
LOC procedure NA during simultaneous operations.

MALSR

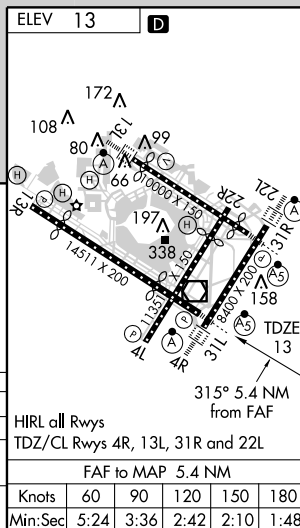


MISSED APPROACH: Climb to 500 then climbing left turn to 1000 until intercepting JFK R-190, then climb to 3000 via JFK R-190 to CHANT INT/JFK 19 DME and hold.

| ATIS (ARR-NE) (ARR-SW) | NEW YORK APP CON | KENNEDY TOWER | GND CON | CLNC DEL |
|----------------------------|--------------------|--|--------------------|---------------------|
| 128.725 117.7 115.4 | 127.4 269.0 | Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55 | 121.9 348.6 | 135.05 348.6 |



| CATEGORY | A | B | C | D |
|-----------|--------|-------------|------------------------|------------------------|
| S-ILS 31L | | 213/40 | 200 (200-¾) | |
| S-LOC 31L | 440/50 | 427 (500-1) | 440/60 427 (500-1½) | 440-1½ 427 (500-1½) |
| CIRCLING | 640-1 | 627 (700-1) | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |



| | | |
|---|------------------------|---|
| LOC/DME I-RTH 111.5 Chan 52 | APP CRS 315° | Rwy Idg 8970 TDZE 13 Apt Elev 13 |
|---|------------------------|---|

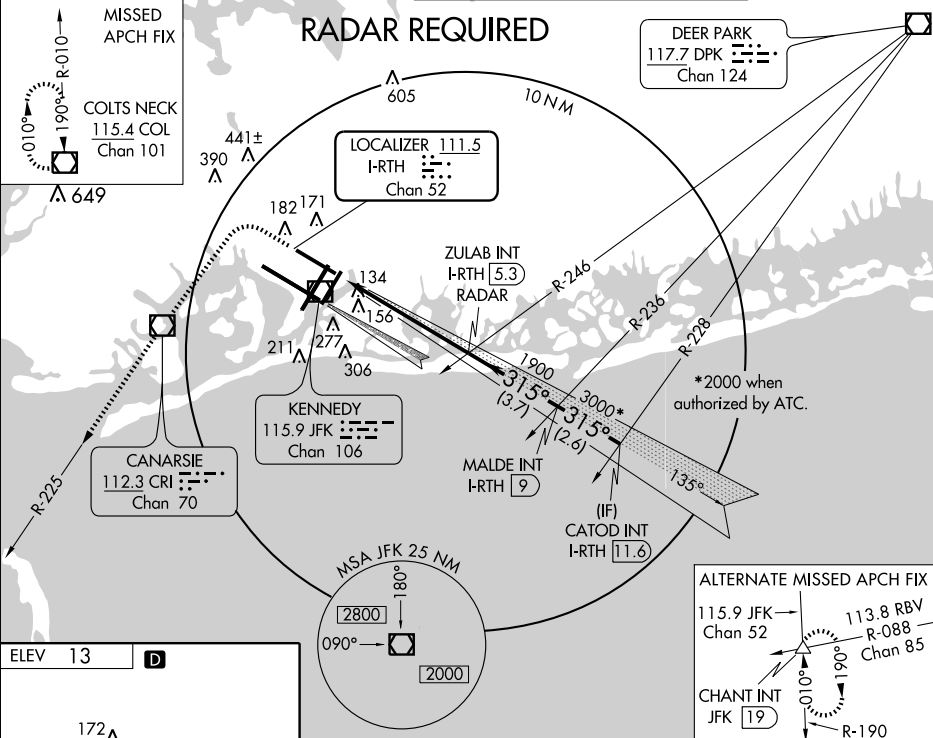
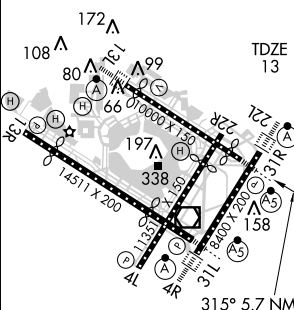
ILS or LOC RWY 31R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

| | | |
|---|------------------|--|
| V A Simultaneous approach authorized with Rwy 31L. LOC procedure NA during simultaneous operations. | MALSR | MISSED APPROACH: Climb to 1800 then climbing left turn to 2000 direct CRI VOR/DME then climb to 4000 via CRI VOR/DME R-225 to COL VOR/DME and hold. |
|---|------------------|--|

| | | | | |
|--|---|--|--------------------------------------|--|
| ATIS (ARR-NE) (ARR-SW) 128.725 117.7 115.4 | NEW YORK APP CON 127.4 269.0 | KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55 | GND CON 121.9 348.6 | CLNC DEL 135.05 348.6 |
|--|---|--|--------------------------------------|--|

RADAR REQUIRED

ELEV 13 **D**
 HIRL all Rwy's
 TDZ/CL Rwy's 4R, 13L, 31R and 22L

| | | | | |
|-------------------|------|------|------|------|
| FAF to MAP 5.7 NM | | | | |
| Knots | 60 | 90 | 120 | 150 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 |
| | | | | 1:54 |

NEW YORK, NEW YORK

Amdt 15A 10266

NEW YORK / JOHN F. KENNEDY INTL (JFK)

40°38'N - 73°47'W

ILS or LOC RWY 31R

| | | |
|---|------------------------|--|
| LOC/DME I-HIQ 110.9 Chan 46 | APP CRS 045° | Rwy ldg 11351 TDZE 12 Apt Elev 13 |
|---|------------------------|--|

ILS RWY 4L

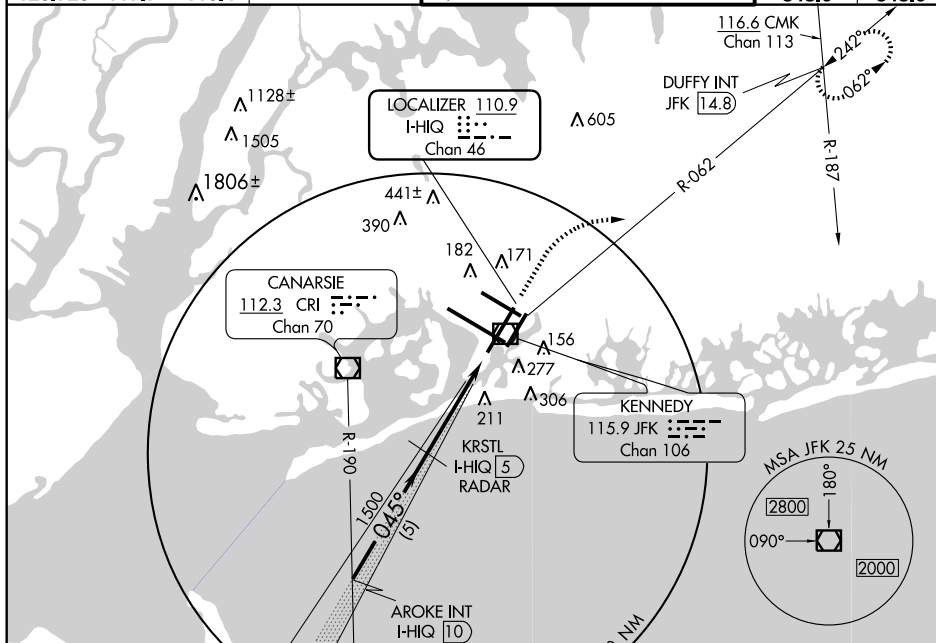
NEW YORK / JOHN F. KENNEDY INTL (JFK)



Radar or DME Required for S-LOC 4L

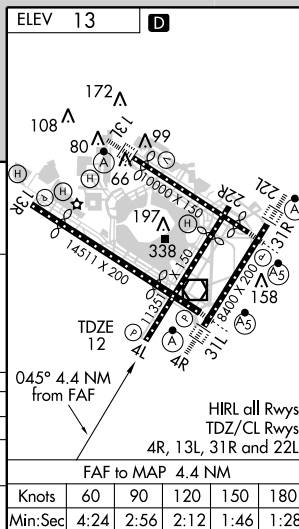
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via JFK R-062 to DUFFY INT/JFK 14.8 DME and hold.

| ATIS (ARR-NE) (ARR-SW) | NEW YORK APP CON | KENNEDY TOWER Rwys 4R/22L and 13L/31R Rwys 4L/22R and 13R/31L | GND CON | CLNC DEL |
|----------------------------|--------------------|---|--------------------|---------------------|
| 128.725 117.7 115.4 | 127.4 269.0 | 119.1 281.55 123.9 281.55 | 121.9 348.6 | 135.05 348.6 |



RADAR REQUIRED

| | | | | |
|--------------------|---------------------|-------------|------------------------|------------------------|
| AROKE INT I-HIQ 10 | KRSTL I-HIQ 5 RADAR | 2000 | 3000 | DUFFY INT |
| GS 3.00° TCH 57 | 1500 | 1500 | I-HIQ 0.5 | |
| 2000 | 045° | 1500 | | |
| 5 NM | 4.4 NM | | | |
| CATEGORY | A | B | C | D |
| S-ILS 4L | | 212/40 | 200 (200-¾) | |
| S-LOC 4L | | 400/50 | 388 (400-1) | 400/60 388 (400-1¼) |
| CIRCLING | 640-1 | 627 (700-1) | 640-1¼ 627 (700-1¼) | 640-2 627 (700-2) |



NEW YORK, NEW YORK

Amdt 10A 10266

NEW YORK / JOHN F. KENNEDY INTL (JFK)

40°38'N - 73°47'W

ILS RWY 4L

| | | |
|---|------------------------|---|
| LOC/DME I-JFK 109.5 Chan 32 | APP CRS 045° | Rwy Idg 8400 TDZE 13 Apt Elev 13 |
|---|------------------------|---|

ILS RWY 4R (CAT III)

NEW YORK / JOHN F. KENNEDY INTL (JFK)

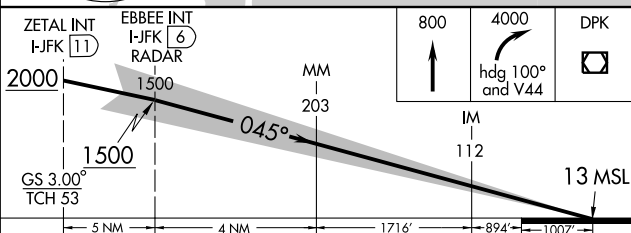
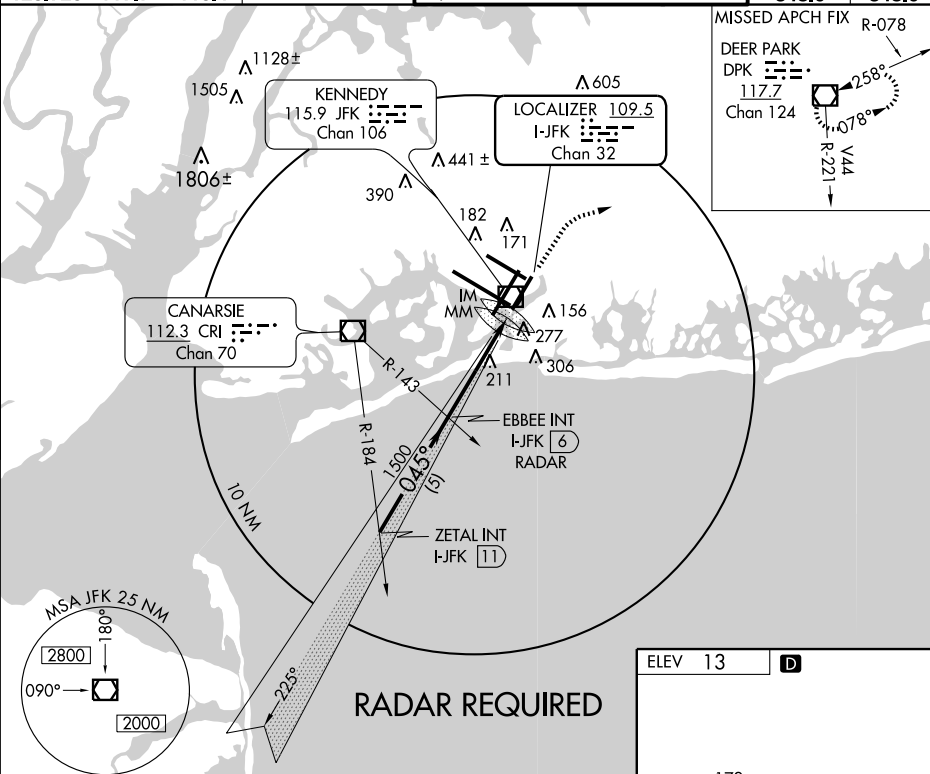


ALSF-2



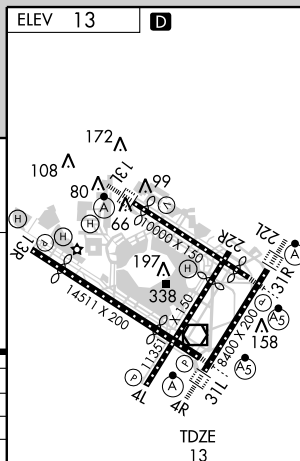
MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

| | | | | | | | | | |
|---------------------------|-------|-------|------------------|-------|-------------------------|-------|--------|---------|----------|
| ATIS (ARR-NE) (ARR-SW) | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | CLNC DEL |
| 128,725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 135.05 |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 348.6 | 348.6 |



| CATEGORY | A | B | C | D |
|----------|---|----------|--------|---|
| S-ILS 4R | | CAT IIIa | RVR 07 | |
| S-ILS 4R | | CAT IIIb | RVR 06 | |

**CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**



HIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L

| | | | |
|---------------|---------|----------|------|
| LOC/DME I-JFK | APP CRS | Rwy Idg | 8400 |
| 109.5 | 045° | TDZE | 13 |
| Chan 32 | | Apt Elev | 13 |

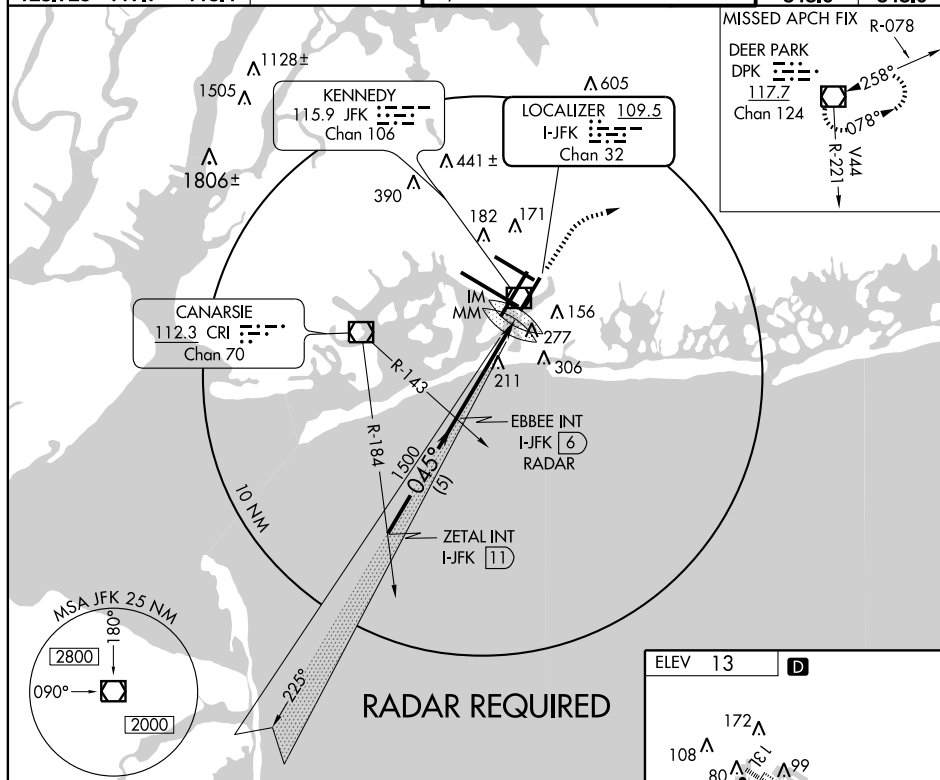
ILS RWY 4R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

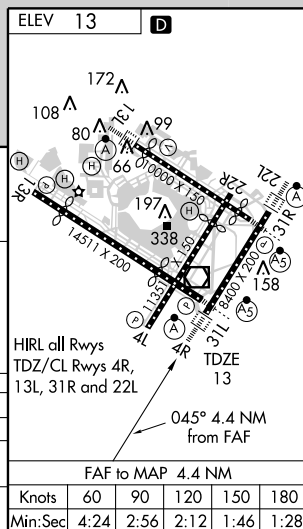
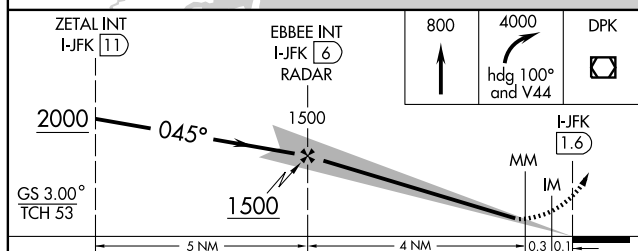


MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

| ATIS (ARR-NE) (ARR-SW) | | | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL |
|---------------------------|-------|-------|------------------|-------|-------------------------|--------------|---------|----------|
| 128,725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 281.55 | 121.9 | 135.05 |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 281.55 | 348.6 | 348.6 |



RADAR REQUIRED



NEW YORK, NEW YORK
Amdt 29B 10266

NEW YORK / JOHN F. KENNEDY INTL (JFK)

40°38'N - 73°47'W

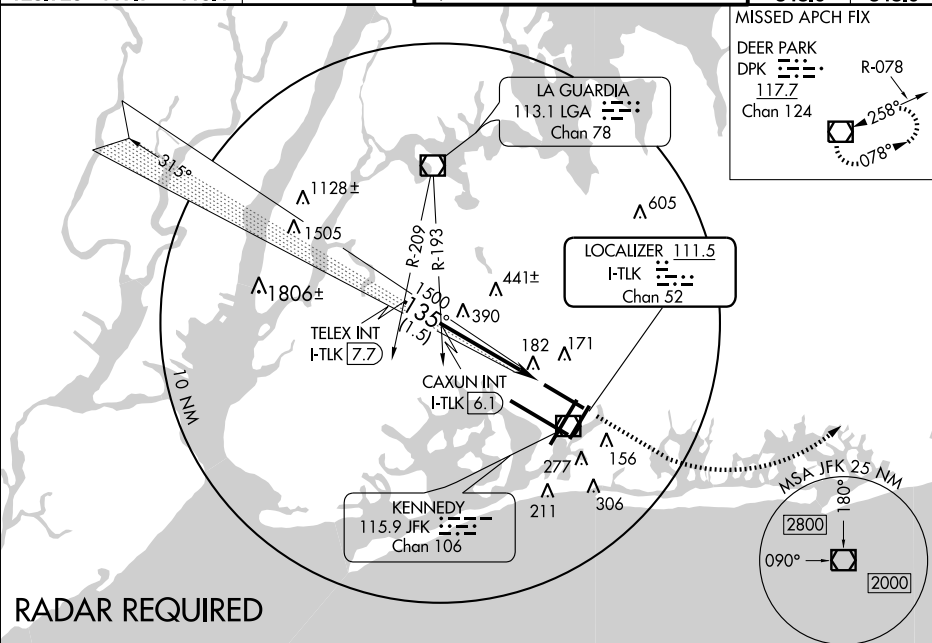
ILS RWY 4R

| | | |
|---|------------------------|---|
| LOC/DME I-TLK 111.5 Chan 52 | APP CRS 135° | Rwy Idg 9095 TDZE 13 Apt Elev 13 |
|---|------------------------|---|

ILS RWY 13L (CAT II)

NEW YORK / JOHN F. KENNEDY INTL (JFK)

| | | | | | | |
|----------------------------|--------------------|--|---|--|---|---------------------|
| ▽ ▲ | | | ALSF-2 | | MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct to DPK VOR/DME and hold. | |
| ATIS (ARR-NE) (ARR-SW) | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL |
| 128.725 117.7 115.4 | 127.4 269.0 | | Rwys 4R/22L and 13L/31R 119.1 281.55 | | 121.9 348.6 | 135.05 348.6 |
| | | | Rwys 4L/22R and 13R/31L 123.9 281.55 | | | |



RADAR REQUIRED

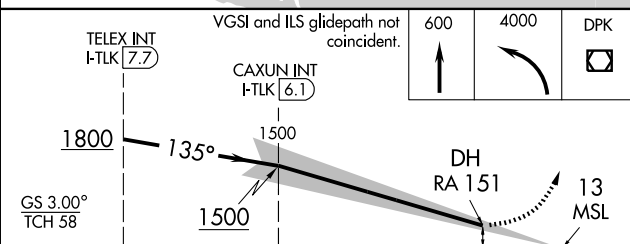
NOTE: 99' hangar abeam Rwy threshold 855' left of Rwy centerline.

NOTE: 18' fence abeam Rwy threshold 526' right of Rwy centerline.

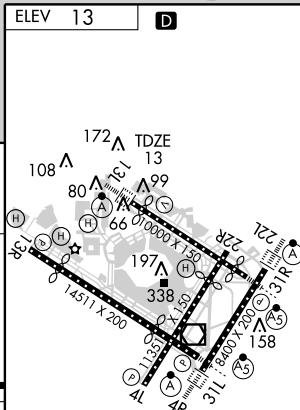
NOTE: 43' light 691' after Rwy threshold 691' right of Rwy centerline, NW taxiway B/U/V intersection.

NOTE: 58' antenna and building 1530' after Rwy threshold 806' left of Rwy centerline.

NOTE: 88' hangar 4192' after Rwy threshold 990' left of Rwy centerline.



| | | | | |
|-----------|----------------------|---|---|---|
| CATEGORY | A | B | C | D |
| S-ILS 13L | RA 151/16 150 DA 163 | | | |

CATEGORY II ILS-SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIREDHIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L

| | | |
|---|------------------------|---|
| LOC/DME HWY 110.9 Chan 46 | APP CRS 225° | Rwy Idg 8400 TDZE 13 Apt Elev 13 |
|---|------------------------|---|

ILS RWY 22L (CAT II)

NEW YORK / JOHN F. KENNEDY INTL (JFK)

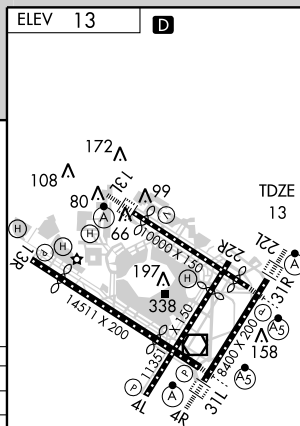
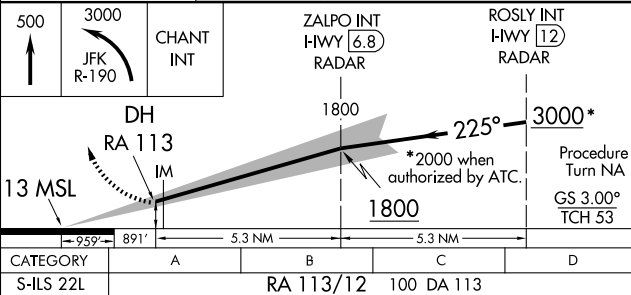
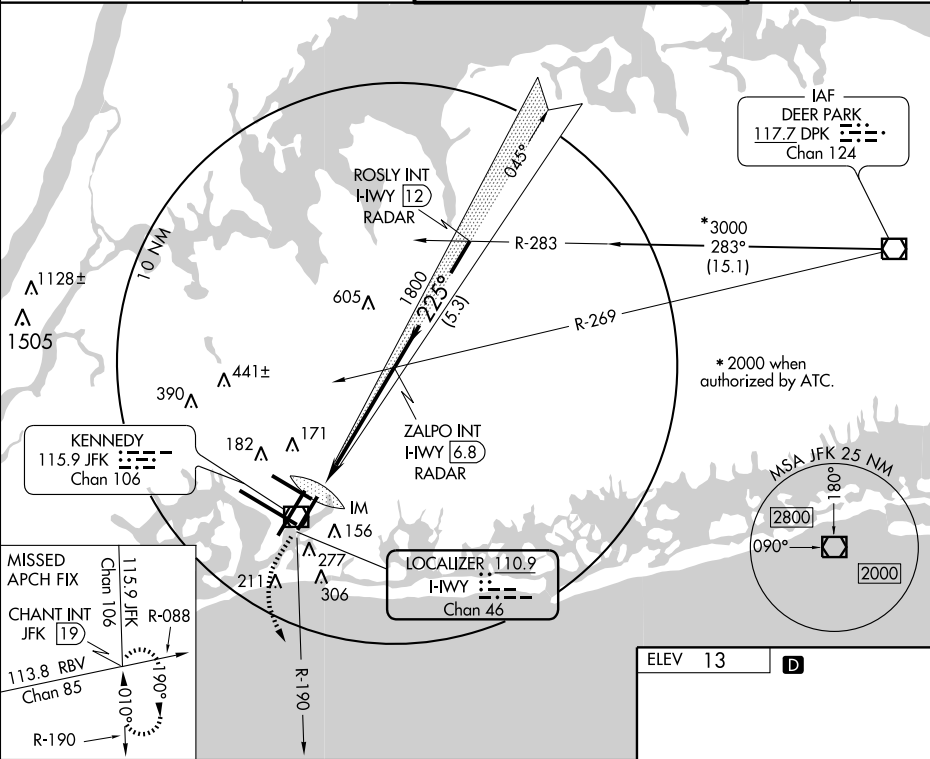


ALSF-2



MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT INT/19 DME and hold.

| ATIS (ARR-NE) (ARR-SW) | NEW YORK APP CON | KENNEDY TOWER | GND CON | CLNC DEL |
|----------------------------|--------------------|--|--------------------|---------------------|
| 128.725 117.7 115.4 | 127.4 269.0 | Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55 | 121.9 348.6 | 135.05 348.6 |



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L

| | | |
|---|------------------------|---|
| LOC/DME HWY 110.9 Chan 46 | APP CRS 225° | Rwy Idg 8400 TDZE 13 Apt Elev 13 |
|---|------------------------|---|

ILS RWY 22L (CAT III)

NEW YORK/JOHN F. KENNEDY INTL (JFK)

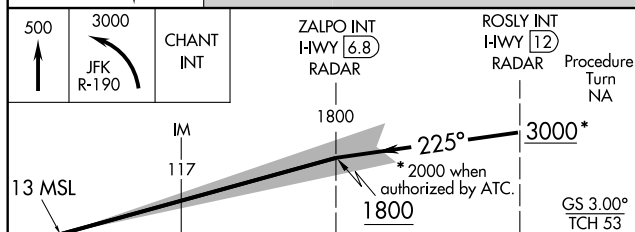
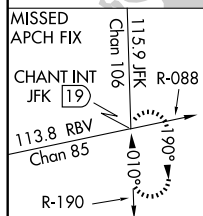
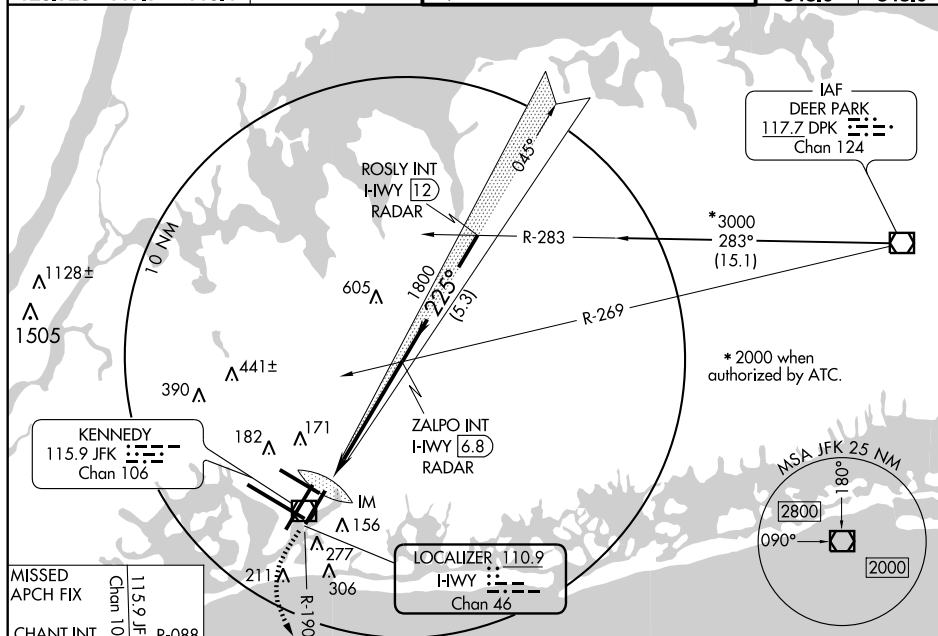


ALSIF-2



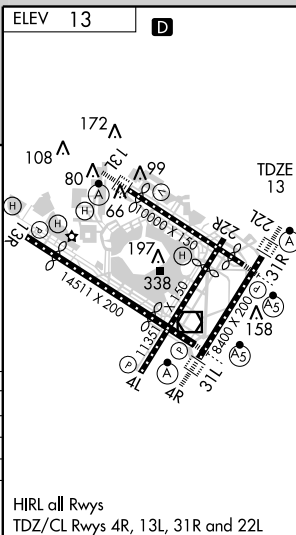
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT INT/19 DME and hold.

| ATIS (ARR-NE) (ARR-SW) | | | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL |
|---------------------------|--------------|--------------|------------------|--------------|-------------------------|---------------------|--------------|---------------|
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 281.55 | 121.9 | 135.05 |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 281.55 | 348.6 | 348.6 |



| CATEGORY | A | B | C | D |
|-----------|---|-----------------|---|---|
| S-ILS 22L | | CAT IIIa RVR 07 | | |
| S-ILS 22L | | CAT IIIb RVR 06 | | |
| S-ILS 22L | | CAT IIIc NA | | |

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



| | | |
|---|------------------------|---|
| LOC/DME I-JOC 109.5 Chan 32 | APP CRS 222° | Rwy Idg 8655 TDZE 13 Apt Elev 13 |
|---|------------------------|---|

ILS RWY 22R

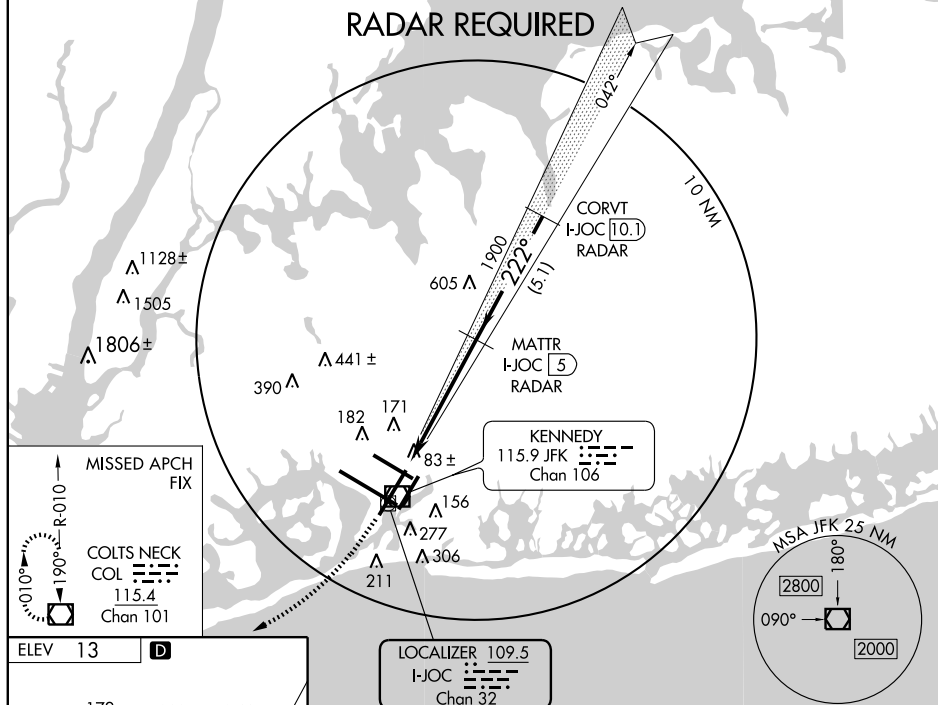
NEW YORK / JOHN F. KENNEDY INTL (JFK)



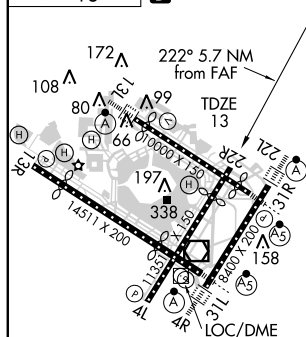
MISSED APPROACH: Climb to 700 then climbing right turn to 4000 direct COL VOR/DME and hold.

| | | | | |
|---|--|---|-------------------------------|---------------------------------|
| ATIS (ARR-NE) (ARR-SW) 128.725 117.7 115.4 | NEW YORK APP CON 127.4 269.0 | KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55 | GND CON 121.9 348.6 | CLNC DEL 135.05 348.6 |
|---|--|---|-------------------------------|---------------------------------|

RADAR REQUIRED



ELEV 13



HIRL all Rwys

TDZ/CL Rwys 4R, 13L, 31R and 22L

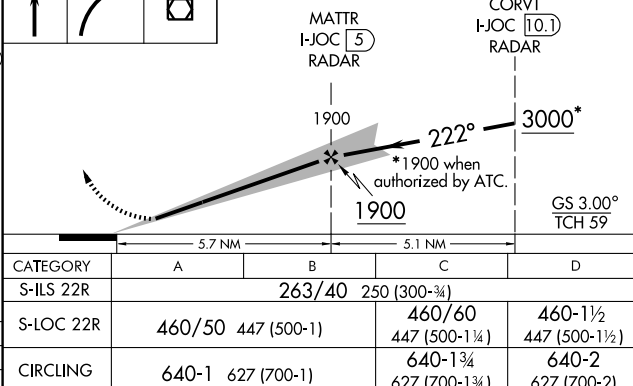
FAF to MAP 5.7 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

NEW YORK, NEW YORK

Amdt 2 10266

| | | |
|-----|------|-----|
| 700 | 4000 | COL |
|-----|------|-----|



| CATEGORY | A | B | C | D |
|-----------|--------------------|---------------------|---------------------|---|
| S-ILS 22R | 263/40 250 (300-¾) | | | |
| S-LOC 22R | 460/50 447 (500-1) | 460/60 447 (500-1¼) | 460-1½ 447 (500-1½) | |
| CIRCLING | 640-1 627 (700-1) | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) | |

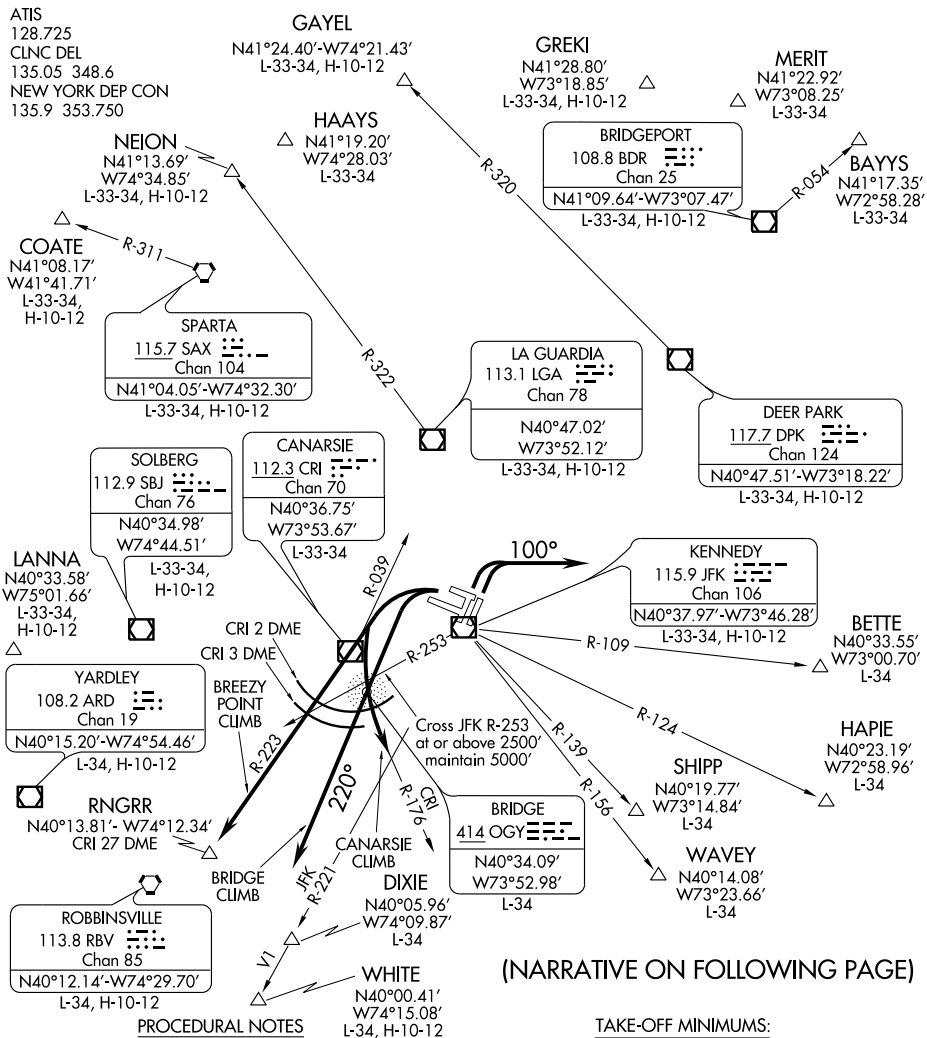
NEW YORK / JOHN F. KENNEDY INTL (JFK)

40°38'N - 73°47'W

ILS RWY 22R

KENNEDY ONE DEPARTURE

SL-610 (FAA)

NEW YORK/JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK

NOTE: RADAR REQUIRED.

NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.

NOTE: BETTE departures expect vectors to JFK R-109.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.

NOTE: DIXIE departures expect vectors to JFK R-221.

NOTE: HAPIE departures expect vectors to JFK R-124.

NOTE: RBV departures expect vectors to RBV after RINGRR.

NOTE: SHIPP departures expect vectors to JFK R-139.

NOTE: WAVEY departures expect vectors to JFK R-156.

NOTE: WHITE departures expect vectors to V1.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R, 31R: STANDARD.

Rwy 13R: 300-1½ or STANDARD with minimum climb of 250' per NM to 300'.

Rwy 31L, all climbs: STANDARD with minimum obstacle climb of 210' per NM to 2000', ATC Climb Gradients: BREEZY POINT CLIMB, 343' per NM to 2500', BRIDGE CLIMB, 534' per NM to 2500', CANARSIE CLIMB, 440' per NM to 2500'.

Rwy 31R, ATC Climb Gradients: BREEZY POINT CLIMB, 287' per NM to 2500', BRIDGE CLIMB, 431' per NM to 2500', CANARSIE CLIMB, 357' per NM to 2500'.

NOTE: Chart not to scale.

KENNEDY ONE DEPARTURE

(JFK1.JFK) 10210

NEW YORK, NEW YORK
NEW YORK/JOHN F. KENNEDY INTL (JFK)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Climbing right turn to 5,000 feet via heading 100°, Thence....

TAKE-OFF RUNWAYS 13L/R: Climb via assigned heading, maintain 5,000 feet, Thence....

TAKE-OFF RUNWAYS 22L/R: Climb heading 225°, maintain 5,000 feet, Thence....

GATEWAY CLIMB*: Intercept the JFK VOR/DME R-232 southwest bound until 5 DME, then turn left heading 220°, maintain 5,000 feet, Thence....

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Climbing left turn direct CRI VOR/DME, make turn east of CRI R-039, then via CRI R-223 to RNGRR/CRI 27 DME. Cross CRI 3 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....

BRIDGE CLIMB**: Climbing left turn direct OGY NDB, then via heading 220°, make turn east of CRI R-039. Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....

CANARSIE CLIMB: Climbing left turn direct CRI VOR/DME, make turn east of CRI R-039, then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....

IDLEWILD CLIMB***: Climbing right turn to 2000 feet via heading 090°, remain within JFK 2.5 DME ****, Thence....

....Via vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

- * To be assigned during the period 2200-0700 local.
- ** ADF Required.
- *** To be assigned by ATC to NON-TURBOJET AIRCRAFT.
- **** If unable to remain within JFK 2.5 DME, advise ATC.

TAKE-OFF OBSTACLES:

Rwy 4L: Taxiing Aircraft 691' from DER, 390' left or right of rwy centerline, 64' AGL/77' MSL. Cross DER at or above 35' AGL/47' MSL. Tree 1824' from DER, 180' right of rwy centerline, 63' AGL/79' MSL. Tree 1847' from DER, 88' left of rwy centerline, 54' AGL/67' MSL. Multiple Obstruction Lights on Fence beginning 249' from DER, 316' left of rwy centerline, 10' AGL/22' MSL.

Rwy 4R: Multiple Trees beginning 1294' from DER, 687' left of rwy centerline, up to 63' AGL/76' MSL. Tree 524' from DER, 613' right of rwy centerline, 20' AGL/33' MSL.

Rwy 13L: Elec Equipment 106' from DER, 416' left of rwy centerline, 10' AGL/17' MSL. Obstruction Light on GS Antenna 1046' from DER, 141' left of rwy centerline, 27' AGL/40' MSL.

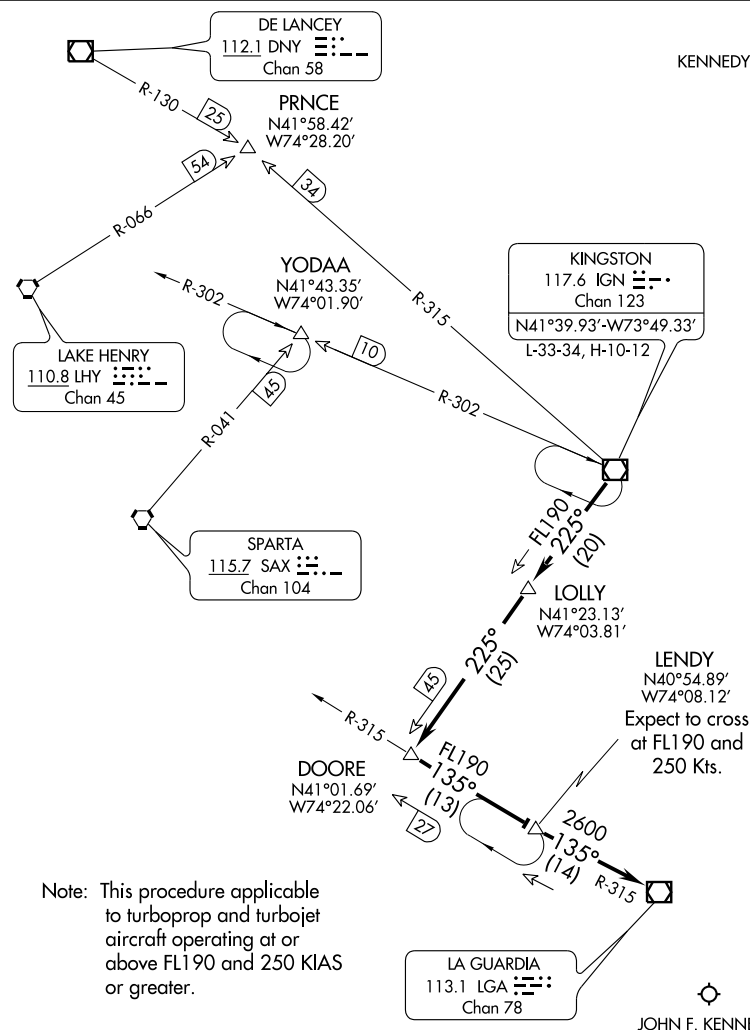
Rwy 13R: Obstruction light on tank 1.12 NM from DER, 2116' right of rwy centerline, 215' AGL/227' MSL. Obstruction light on GS antenna 361' from DER, 405' left of rwy centerline, 32' AGL/45' MSL. Obstruction light on fence 98' from DER, 6' right of rwy centerline, 10' AGL/24' MSL. Tower 4690' from DER, 1386' right of rwy centerline, 127' AGL/140' MSL.

Rwy 31L: Tree 2076' from DER, 436' left of rwy centerline, 79' AGL/91' MSL. Bush 257' from DER, 530' left of rwy centerline, 13' AGL/25' MSL.

Rwy 31R: Tree 752' from DER, 654' left of rwy centerline, 39' AGL/ 52' MSL. Tree 561' from DER, 646' right of rwy centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from DER, 336' left of rwy centerline, up to 44' AGL/67' MSL. Vehicle on road 281' from DER, 501' left of rwy centerline, 15' AGL/26' MSL. Multiple obstruction lights on poles and fence beginning 365' from DER, 15' left of rwy centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from DER, 359' right of rwy centerline, 28' AGL/31' MSL. Approach light 190' from DER, 8' right of rwy centerline, 5' AGL/18' MSL. Fence 410' from DER, 352' right of rwy centerline, 10' AGL/23' MSL.

KINGSTON EIGHT ARRIVAL

NEW YORK, NEW YORK



NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4

DME REQUIRED

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From over IGN VOR/DME via IGN R-225 to DOORE INT (MEA FL190), then via LGA R-315 to LENDY/14 DME (MEA FL190), then via LGA R-315 to LGA VOR/DME (MEA 2600). Expect radar vectors to final approach course after LGA VOR/DME.

KINGSTON EIGHT ARRIVAL

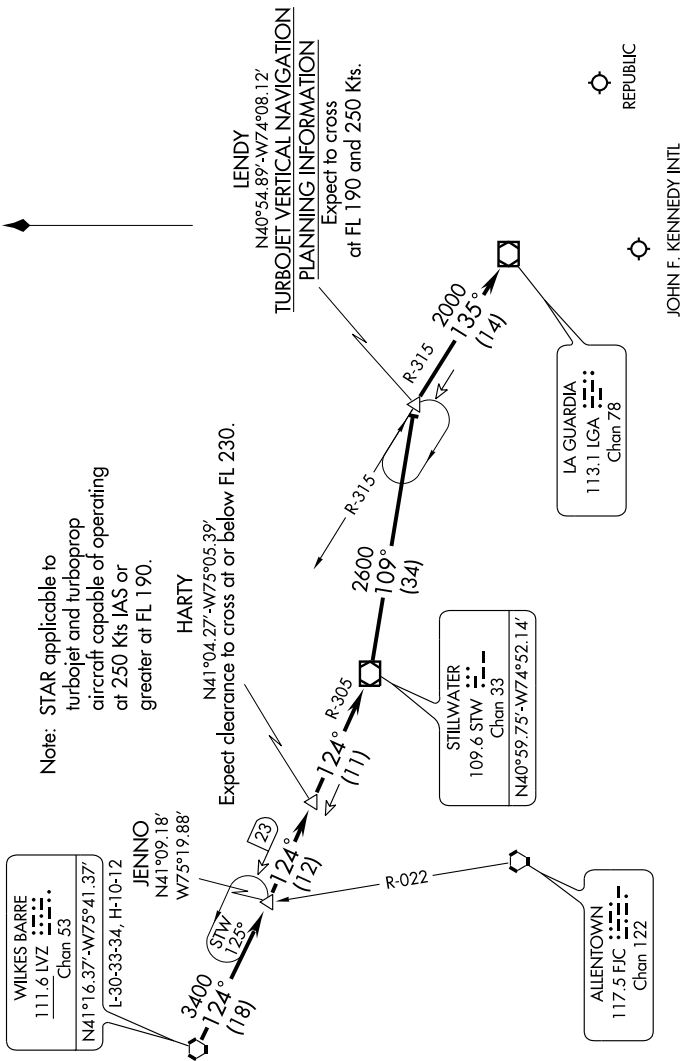
NEW YORK, NEW YORK

LENDY FIVE ARRIVAL

NEW YORK, NEW YORK

NE-2, 23 SEP 2010 to 21 OCT 2010

NEW YORK APP CON
127.4 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7 (SW) 115.4
REPUBLIC ATIS
126.65



NOTE: Chart not to scale.

From over LVZ VORTAC via LVZ R-124 and STW R-305 to STW VOR/DME, then from STW VOR/DME via STW R-109 to LENDY INT via LGA R-315 to LGA VOR/DME. Expect radar vectors to final approach course after LGA VOR/DME.

LENDY FIVE ARRIVAL

NEW YORK, NEW YORK

NE-2, 23 SEP 2010 to 21 OCT 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.

TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.

* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

PUTNAM TRANSITION (MERIT3.PUT): From over MERIT INT to HFD VOR/DME, then to PUT VOR/DME.

MERIT: Via radar vectors to MERIT direct HFD direct PUT. Expect clearance to filed altitude/flight level ten minutes after departure.

MERIT THREE: After PUT expect the following routes; aircraft proceeding:

1. TOPPS/EBONY - Expect direct.
2. ALLEX - Expect direct WITCH direct.
3. TUSKY and South - Expect direct BOS direct.

* NOTE: To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.

NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.

Rwy 4R, cross DER at or above 21' AGL/33' MSL.

Rwy 13L, cross DER at or above 3' AGL/15' MSL.

Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

PARCH ONE ARRIVAL (RNAV)

ST-610 (FAA)

NEW YORK, NEW YORK

NE-2, 23 SEP 2010 to 21 OCT 2010

NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4

ARRIVAL ROUTE DESCRIPTION

KENNEBUNK TRANSITION (ENE.PARCH1)
PLYMM TRANSITION (PLYMM.PARCH1)
SANDY POINT TRANSITION (SEY.PARCH1)

From PARCH via 266° track to CCC VOR/DME. Then via 230° track to ROBER. Thence . . .

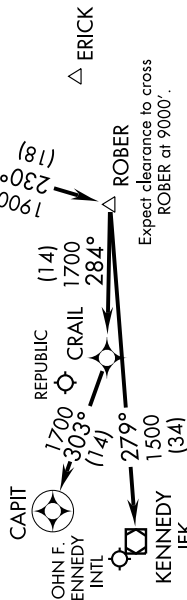
. . . LDG Rwy 4R/L, Rwy 13R/L, Rwy 31R/L: From ROBER via 279° track to JFK VOR/DME, expect radar vectors to final approach course.

. . . LDG Rwy 22R/L: From ROBER via 284° track to CRAIL. Then via 303° track to CAPT, expect radar vectors to final approach course.

. . . LDG Republic (KFRG) Airport: Approaching ROBER expect radar vectors to final approach course.

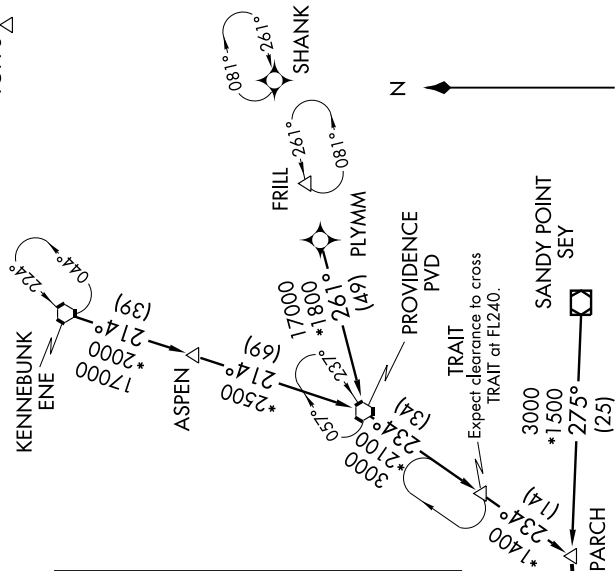
CALVERTON
CCC

Expect clearance to cross
CCC VOR/DME at 1200'
and 250 KIAS.



Expect clearance to cross
ROBER at 900'.

NOTE: Chart not to scale.



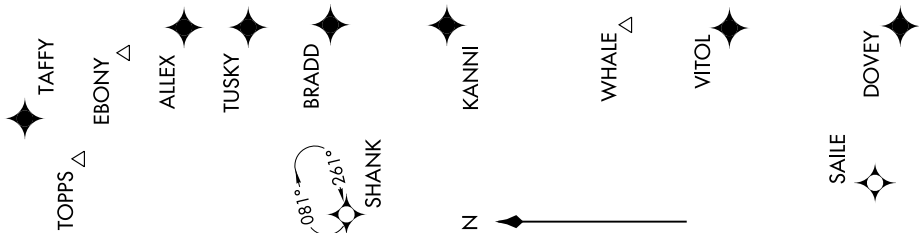
NOTE: Procedure applicable to Turbojet aircraft only.

NOTE: Use caution - Parachute jump activity
Southeast of CCC VOR/DME at and
below 13,500 feet (SR-SS).

NOTE: RADAR Required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS Required.



PARCH ONE ARRIVAL (RNAV)

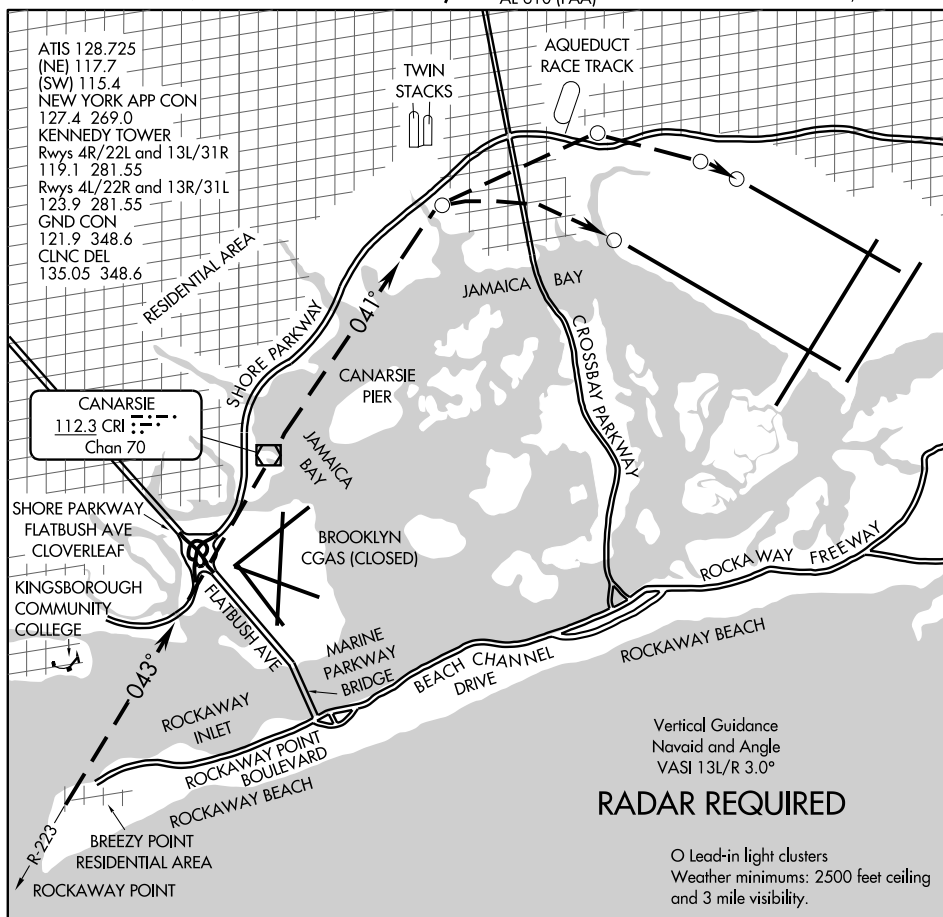
NEW YORK, NEW YORK

NE-2, 23 SEP 2010 to 21 OCT 2010

PARKWAY VISUAL RWY 13L/R

NEW YORK/ JOHN F. KENNEDY INTL (JFK)
AL-610 (FAA)

NEW YORK, NEW YORK



PARKWAY VISUAL RUNWAY 13L/R

When cleared for Parkway Visual to Runway 13L/R maintain at or above 2000' until abeam Rockaway Point. Remain west of Rockaway Point, thence east of Kingsborough Community College. Remain east of the Shore Parkway. Cross Brooklyn Coast Guard Air Station at or above 1500'. Remain east of the Shore Parkway until Canarsie Pier.

Runway 13R continue descent between the Canarsie Pier and Twin Stacks.

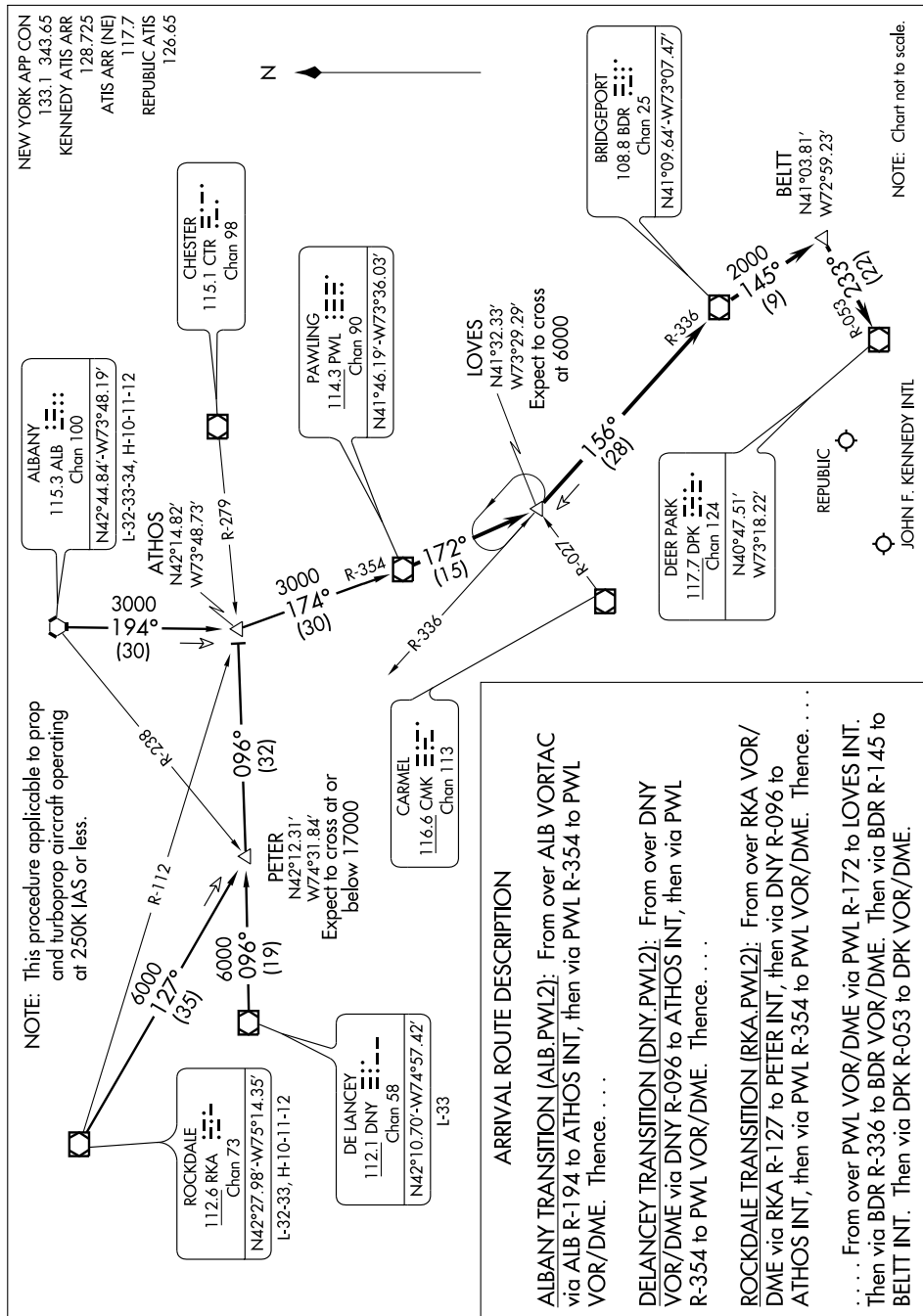
Runway 13L continue descent after passing the Twin Stacks.

PARKWAY VISUAL RWY 13L/R

PAWLING TWO ARRIVAL

NEW YORK, NEW YORK

NE-2, 23 SEP 2010 to 21 OCT 2010



PAWLING TWO ARRIVAL

NEW YORK, NEW YORK

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 40019 W22B | APP CRS 225° | Rwy Idg TDZE Apt Elev | 8655 13 13 |
|--|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) RWY 22R

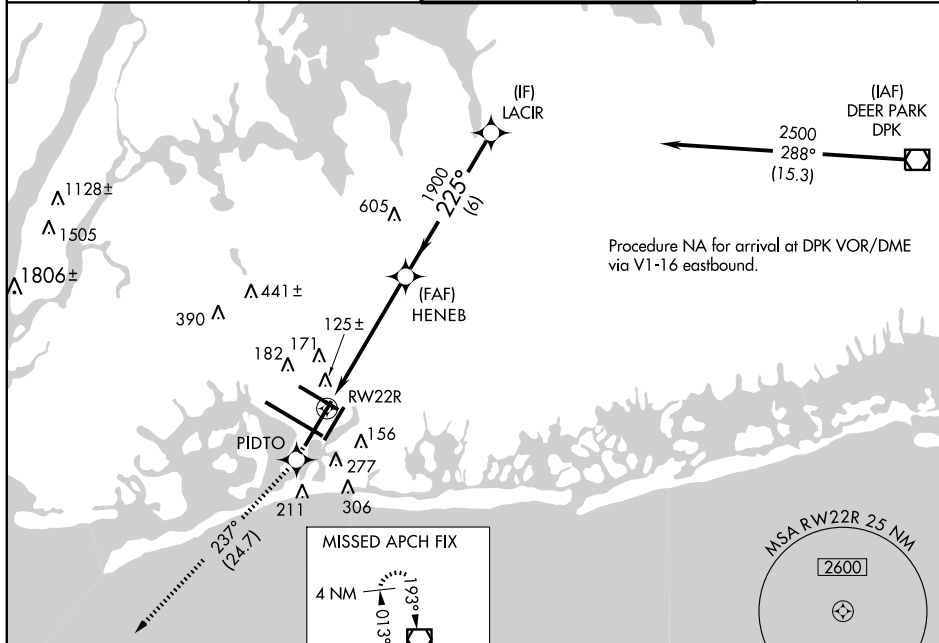
NEW YORK / JOHN F. KENNEDY INTL (JFK)



DME/DME RNP -0.3 NA.
Baro-VNAV NA below -1.5°C (5°F).

MISSED APPROACH: Climb to 4000 direct PIDTO and
right turn via 237° track to COL VOR/DME and hold.

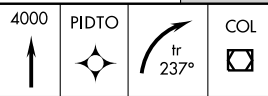
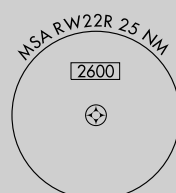
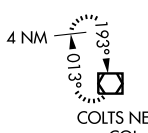
| ATIS (ARR-NE) (ARR-SW) | | | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL |
|---------------------------|--------------|--------------|------------------|--------------|--|--|------------------------------|-------------------------------|
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R Rwys 4L/22R and 13R/31L | 119.1 281.55 123.9 281.55 | 121.9 348.6 | 135.05 348.6 |



ELEV 13



MISSED APCH FIX



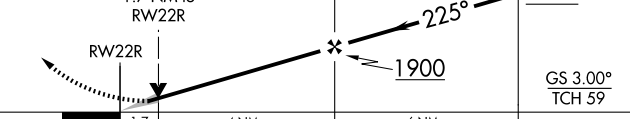
HENEB

Procedure
Turn
NA

2500

1900

*LNAV only

*1.7 NM to
RW22R

| CATEGORY | A | B | C | D |
|--------------|---------------------|---------------------|---------------------|---------------------|
| LPV DA | 270/40 257 (300-¾) | | | |
| LNAV/VNAV DA | 480-1½ 467 (500-1½) | | | |
| LNAV MDA | 600/50 587 (600-1) | 600-1½ 587 (600-1½) | 600-1¾ 587 (600-1¾) | 600-1¾ 587 (600-1¾) |
| CIRCLING | 640-1½ 627 (700-1½) | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) | 640-2 627 (700-2) |

HIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L

NEW YORK, NEW YORK

Amdt 1 10266

NEW YORK / JOHN F. KENNEDY INTL (JFK)

40°38'N - 73°47'W

RNAV (GPS) RWY 22R

APP CRS **315°**
 Rwy Idg **11248**
 TDZE **13**
 Apt Elev **13**

RNAV (GPS) X RWY 31L

NEW YORK / JOHN F. KENNEDY INTL (JFK)



DME/DME RNP-0.3 NA.

MALSR



MISSED APPROACH: Climbing left turn
 to 3000 direct CHANT and hold.

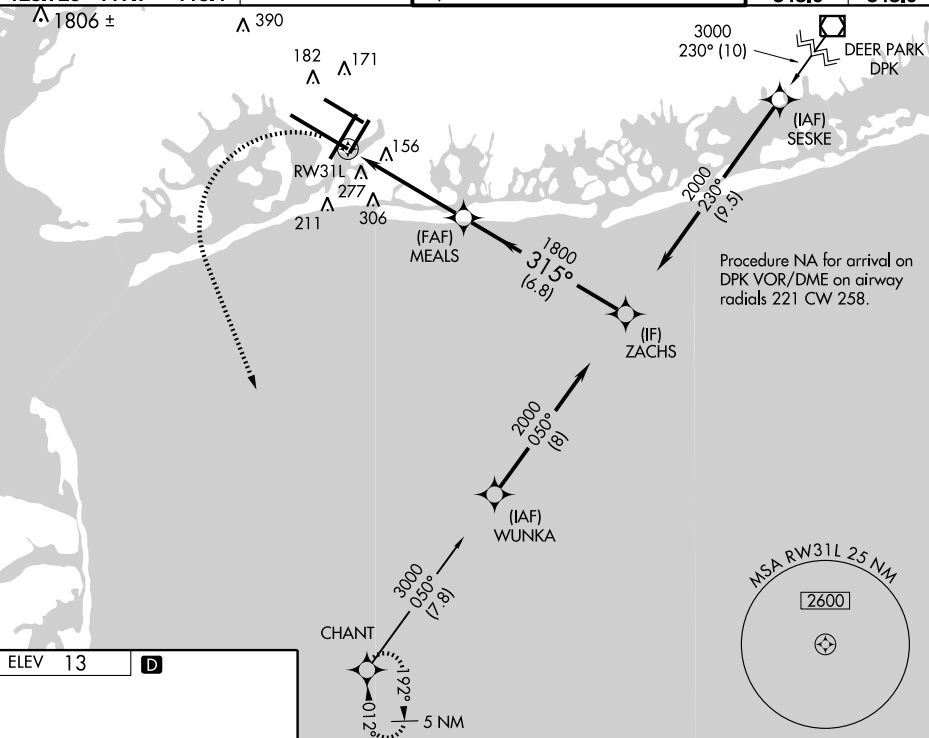
ATIS
 (ARR-NE) (ARR-SW)
128.725 117.7 115.4

NEW YORK APP CON
127.4 269.0

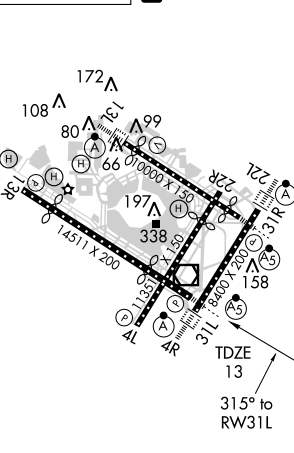
KENNEDY TOWER
 Rwy 4R/22L and 13L/31R **119.1 281.55**
 Rwy 4L/22R and 13R/31L **123.9 281.55**

GND CON
121.9 348.6

CLNC DEL
135.05 348.6



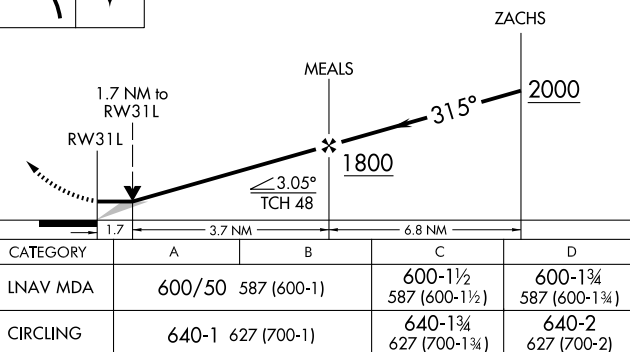
ELEV 13



HIRL all Rwy's
 TDZ/CL Rwy's 4R, 13L, 31R and 22L



Procedure
 Turn
 NA



| | | |
|--|------------------------|--|
| WAAS CH 77519 W04A | APP CRS 045° | Rwy Idg 11351 TDZE 12 Apt Elev 13 |
|--|------------------------|--|

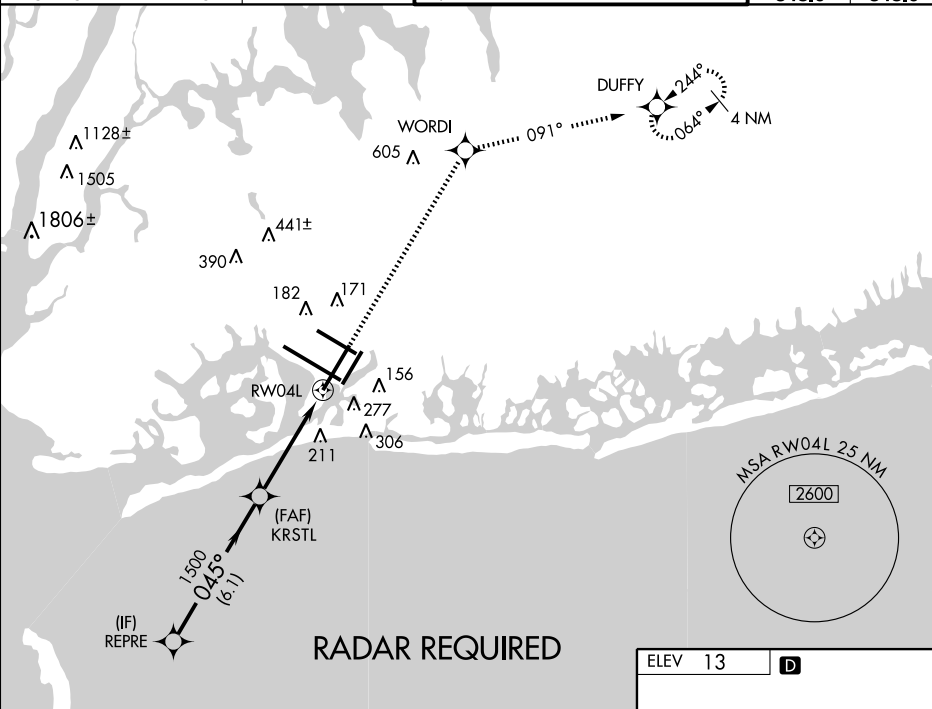
RNAV (GPS) Y RWY 4L




NEW YORK / JOHN F. KENNEDY INTL (JFK)

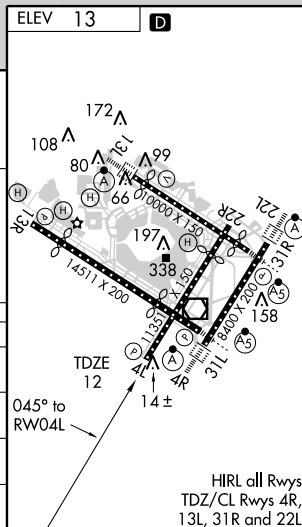
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2000 direct
WORDI then climbing right turn to 3000 via 091°
track to DUFFY and hold.

| ATIS (ARR-NE) (ARR-SW) | | | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL |
|---------------------------|--------------|--------------|------------------|--------------|--|------------------------------|-------------------------------|----------|
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55 | 121.9 348.6 | 135.05 348.6 | |

**RADAR REQUIRED**

| | | | | | | |
|--------------------|---------------------|-----------|------------------------|--|---|--|
| REPRE | | 2000 ↑ | | WORDI  | 3000  tr 091° | DUFFY  |
| <u>2000</u> | | 045° | | KRSTL | *LNAV only | |
| GS 3.00° TCH 57 | | 1500 | | *1.5 NM to RW04L | | RW04L |
| 6.1 NM | | 2.9 NM | | 1.5 | | |
| CATEGORY | A | B | C | D | | |
| LPV DA | 280/50 268 (300-1) | | | | | |
| LNAV/ VNAV DA | 480-1½ 468 (500-1½) | | | | | |
| LNAV MDA | 540/50 528 (600-1) | | | 540-1½ 528 (600-1½) | | 540-1¾ 528 (600-1¾) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | | 640-2 627 (700-2) | |



HIRL all Rwys
TDZ/CL Rwys 4R,
13L, 31R and 22L

| | | |
|--|------------------------|---|
| WAAS CH 81819 W04B | APP CRS 045° | Rwy ldg 8400 TDZE 13 Apt Elev 13 |
|--|------------------------|---|

RNAV (GPS) Y RWY 4R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

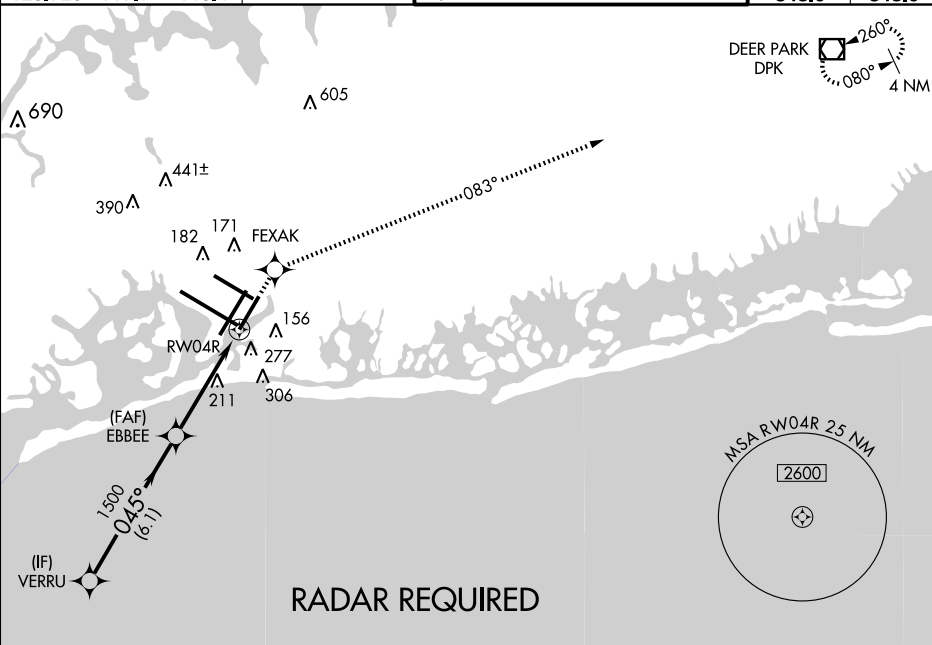
▼ For inoperative ALSF-2, increase LPV all Cats visibility to RVR 4000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-15°C (5°F) or above 48°C (118°F). DME/DME RNP 0.3 NA.

ALSF-2

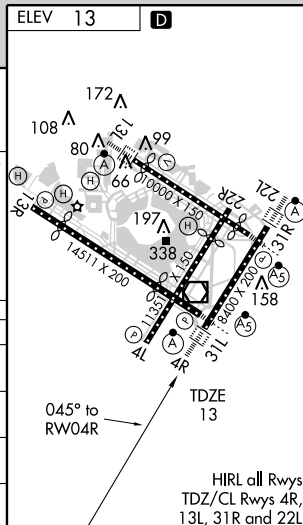


MISSED APPROACH: Climb to 4000
direct FEXAK and right turn via 083°
track to DPK VOR/DME and hold.

| ATIS (ARR-NE) (ARR-SW) | | | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL |
|---------------------------|--------------|--------------|------------------|--------------|--------------------------------------|---------------|--------------|---------------|
| 128,725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R 119.1 | 281.55 | 121.9 | 135.05 |
| | | | | | Rwys 4L/22R and 13R/31L 123.9 | 281.55 | 348.6 | 348.6 |



| | | | | | | | | | | | |
|--------------------|--|---------------------|--|------------------------|--|-----------------------|----------------------|--------------|------------------------|----------|--|
| VERRU | | EBBEE | | 4000 ↑ | | FEXAK ✦ | | tr 083° ↷ | | DPK ◻ | |
| | | 2000 | | 045° | | *1.7 NM to RW04R | | *LNAV only | | | |
| GS 3.00° TCH 53 | | 1500 | | 6.1 NM | | 2.7 NM | | 1.7 | | RW04R | |
| CATEGORY | | A | | B | | C | | D | | | |
| LPV DA | | 270/24 257 (300-½) | | | | | | | | | |
| LNAV/VNAV DA | | 520/60 507 (600-1¼) | | | | | | | | | |
| LNAV MDA | | 600/24 587 (600-½) | | | | 600/50 587 (600-1) | | | 600/60 587 (600-1¼) | | |
| CIRCLING | | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | | | 640-2 627 (700-2) | | | | |



NEW YORK, NEW YORK

Amdt 1A 10266

NEW YORK / JOHN F. KENNEDY INTL (JFK)

40°38'N - 73°47'W

RNAV (GPS) Y RWY 4R

| | | |
|--|------------------------|---|
| WAAS CH 97318 W22A | APP CRS 225° | Rwy Idg 8400 TDZE 13 Apt Elev 13 |
|--|------------------------|---|

RNAV (GPS) Y RWY 22L

NEW YORK / JOHN F. KENNEDY INTL (JFK)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (8°F) or above 49°C (120°F).
DME/DME RNP-0.3 NA.

ALSF-2



MISSED APPROACH: Climb to 3000
direct FOLER and via 189° track to
CHANT and hold.

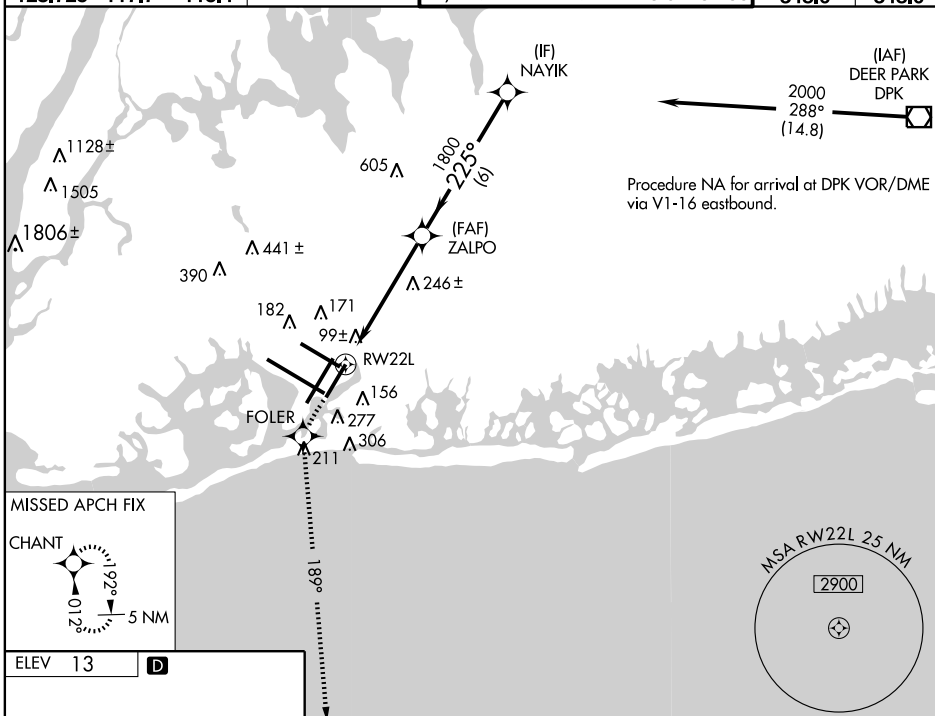
| | | |
|----------------|--------------|--------------|
| | ATIS | |
| | (ARR-NE) | (ARR-SW) |
| 128.725 | 117.7 | 115.4 |

NEW YORK APP CON
127.4 269.0

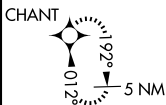
| KENNEDY TOWER | | | |
|-------------------------|-------|--------|--|
| Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | |
| Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | |

| | |
|---------|--|
| GND CON | |
| 121.9 | |
| 348.6 | |

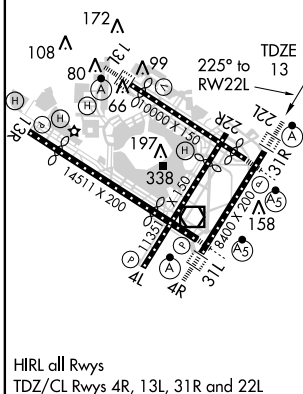
CLNC DEL
135.05
348.6



MISSED APCH FIX



ELEV 13



HIRL all Rwy's
TDZ/CL Rwy's 4R, 13L, 31R and 22L

| | | | | | |
|---------------|--------------------------|-------------|--|------------------------|-------------------------|
| 3000 ↑ | FOLER ✦ tr 189° | CHANT ✦ | VGSI and RNAV glidepath not coincident. | | Procedure Turn NA |
| | | | | | |
| CATEGORY | A | | B | C | D |
| LPV DA | 270/24 | | 257 (300-½) | | |
| RNAV/ VNAV | 420/50 | | 407 (500-1) | | |
| RNAV MDA | 560/24 | 547 (600-½) | 560/50 547 (600-1) | 560/60 547 (600-1¼) | |
| CIRCLING | 640-1 | 627 (700-1) | 640-1¼ 627 (700-1¾) | 640-2 627 (700-2) | |

NEW YORK, NEW YORK
Amdt 1B 10266

NEW YORK / JOHN F. KENNEDY INTL (JFK)

40°38'N - 73°47'W

RNAV (GPS) Y RWY 22L

| | | |
|--|------------------------|--|
| WAAS CH 50119 W31A | APP CRS 315° | Rwy Idg 11248 TDZE 13 Apt Elev 13 |
|--|------------------------|--|

RNAV (GPS) Y RWY 31L

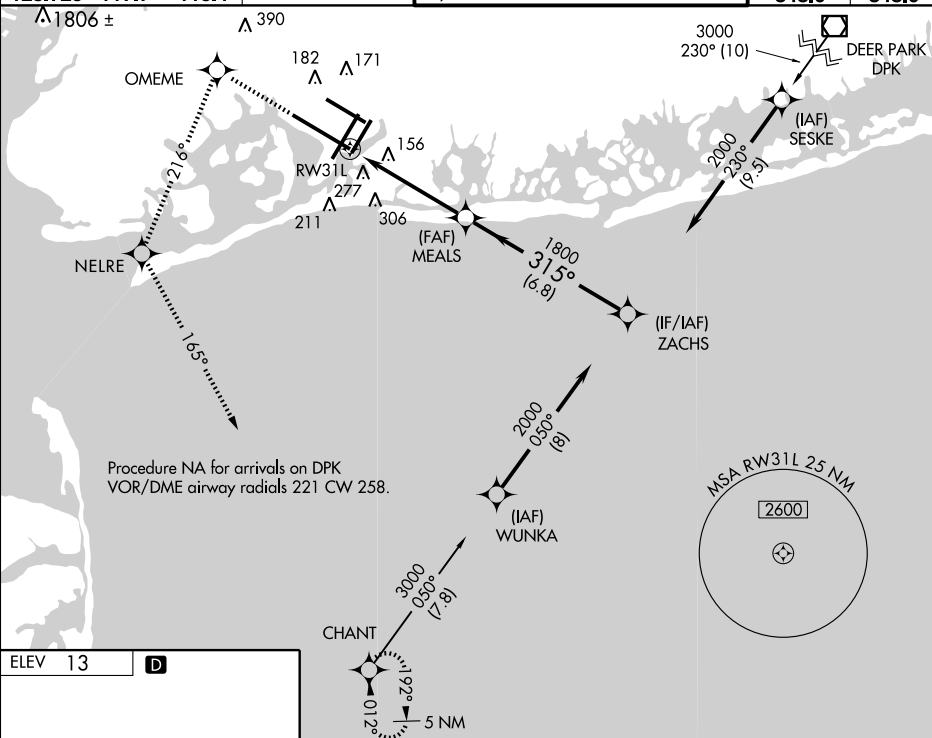
NEW YORK / JOHN F. KENNEDY INTL (JFK)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
DME/DME RNP -0.3 NA.

MALSR
AS

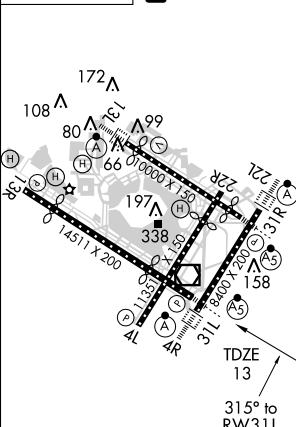
MISSED APPROACH: Climb to 2000 direct OMEME and left turn via 216° track to NELRE then climbing left turn to 3000 via 165° track to CHANT and hold.

| ATIS (ARR-NE) (ARR-SW) | | | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL |
|---------------------------|--------------|--------------|------------------|--------------|--|------------------------------|-------------------------------|----------|
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55 | 121.9 348.6 | 135.05 348.6 | |



ELEV 13

D



HIRL all Rwys

TDZ/CL Rwys 4R, 13L, 31R and 22L

NEW YORK, NEW YORK

Amdt 1A 10266

40°38'N - 73°47'W

NEW YORK / JOHN F. KENNEDY INTL (JFK)

RNAV (GPS) Y RWY 31L

| 2000 | OMEME | tr 216° | NELRE | 3000 | CHANT | Procedure Turn NA |
|--------------|--------|------------------|-------------|--------|------------------------|------------------------|
| *LNAV only | | *1.7 NM to RW31L | | MEALS | | ZACHS |
| RW31L | | 1.7 | | 3.7 NM | | 2000 |
| 1800 | | 6.8 NM | | 315° | | GS 3.00° TCH 48 |
| CATEGORY | A | B | C | D | | |
| LPV DA | 270/40 | | 257 (300-¾) | | | |
| LNAV/VNAV DA | 600-2 | | 587 (600-2) | | | |
| LNAV MDA | 600/50 | | 587 (600-1) | | 600-1½ 587 (600-1½) | 600-1¾ 587 (600-1¾) |
| CIRCLING | 640-1 | | 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |

WAAS
CH **45519**
W31B

APP CRS
315°

Rwy ldg
TDZE
Apt Elev
13
13

RNAV (GPS) Y RWY 31R

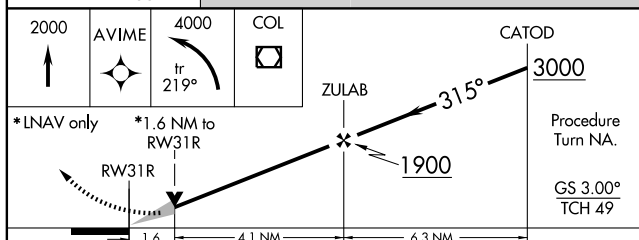
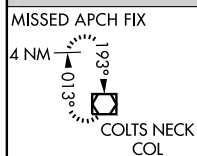
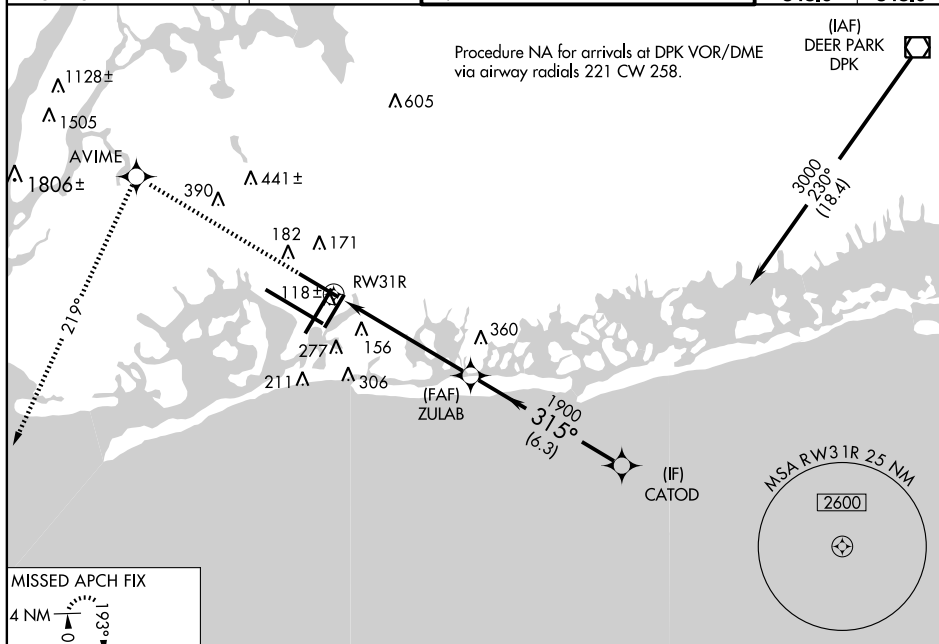
NEW YORK / JOHN F. KENNEDY INTL (JFK)

▼ For inoperative MALS, increase LPV all Cats visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.
Minimum altitude at CATOD 2000 when authorized by ATC.

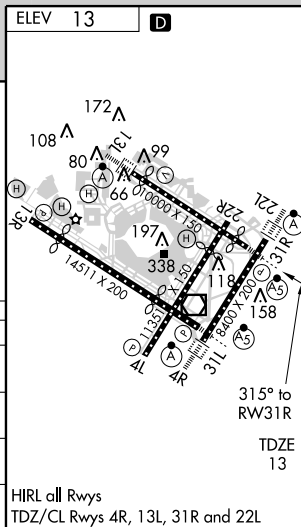


MISSED APPROACH: Climb to 2000 direct
AVIME then climbing left turn to 4000 via
219° track to COL VOR/DME and hold.

| ATIS (ARR-NE) (ARR-SW) | | | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL |
|---------------------------|-------|-------|------------------|-------|-------------------------|--------------|---------|----------|
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 281.55 | 121.9 | 135.05 |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 281.55 | 348.6 | 348.6 |



| CATEGORY | A | B | C | D |
|--------------|--------------------|---------------------|---------------------|---|
| LPV DA | 270/24 257 (300-½) | | | |
| LNAV/VNAV DA | 420/50 407 (500-1) | | | |
| LNAV MDA | 580/24 567 (600-½) | 580/50 567 (600-1) | 580/60 567 (600-1¼) | |
| CIRCLING | 640-1 627 (700-1) | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) | |



NEW YORK, NEW YORK

Amdt 1A 10266

NEW YORK / JOHN F. KENNEDY INTL (JFK)

40°38'N - 73°47'W

RNAV (GPS) Y RWY 31R

| | | |
|-------------|----------|--------------|
| APP CRS | Rwy Idg | 11351 |
| 045° | TDZE | 12 |
| | Apt Elev | 13 |

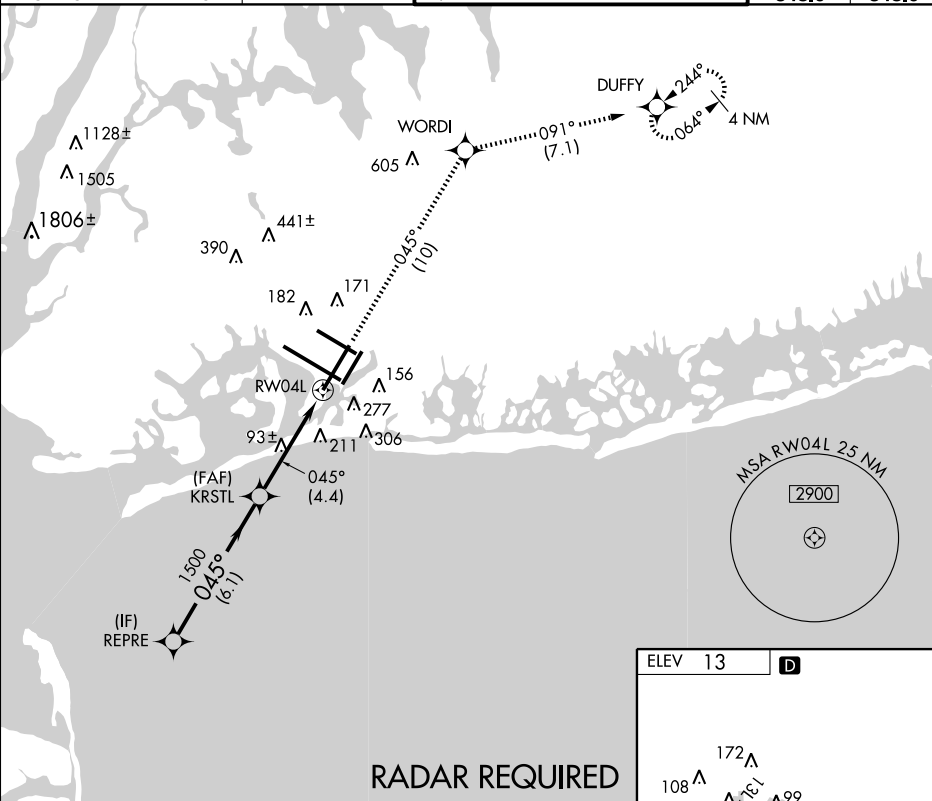
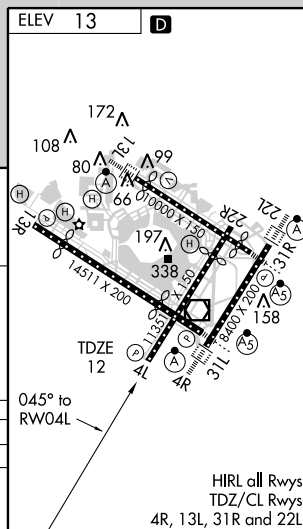
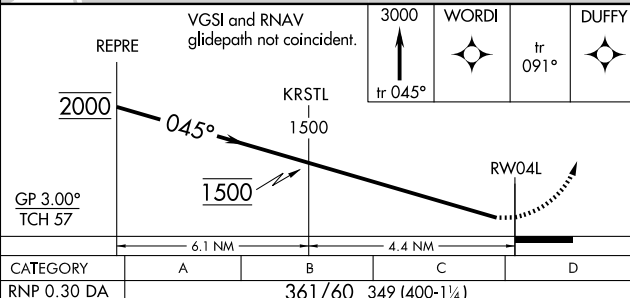
RNAV (RNP) Z RWY 4L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 via 045° track to WORDI and via 091° track to DUFFY and hold.

| ATIS (ARR-NE) (ARR-SW) | | | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL |
|---------------------------|--------------|--------------|------------------|--------------|--------------------------------------|---------------|--------------|---------------|
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R 119.1 | 281.55 | 121.9 | 135.05 |
| | | | | | Rwys 4L/22R and 13R/31L 123.9 | 281.55 | 348.6 | 348.6 |

**RADAR REQUIRED**

**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**

APP CRS
045°

Rwy Idg **8400**
TDZE **13**
Apt Elev **13**

RNAV (RNP) Z RWY 4R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

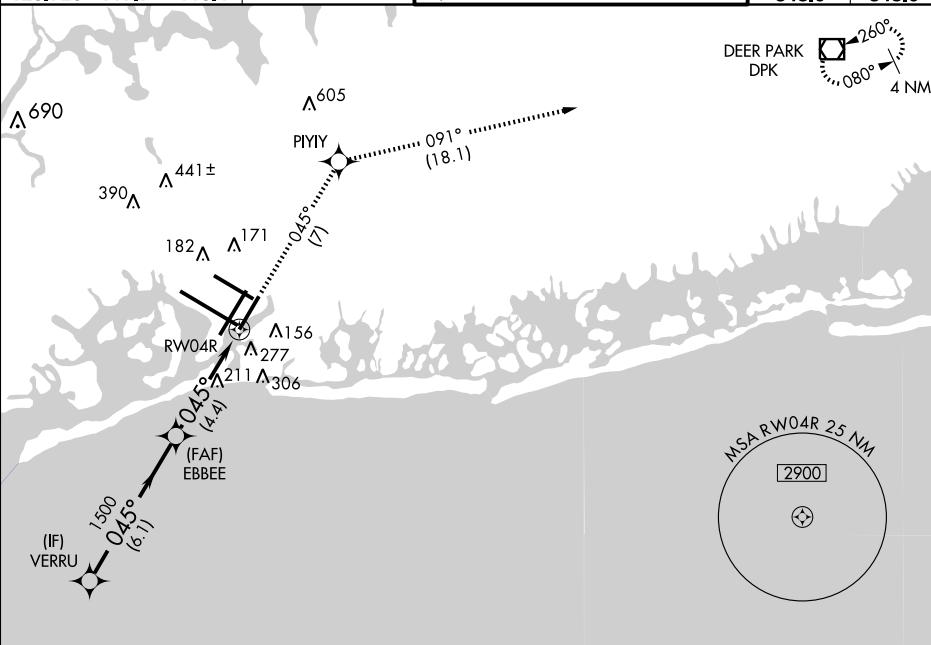
▼ GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F).
▲ NA For inoperative ALSF-2, increase RNP 0.30 DA all Cats visibility to 1½.

ALSF-2

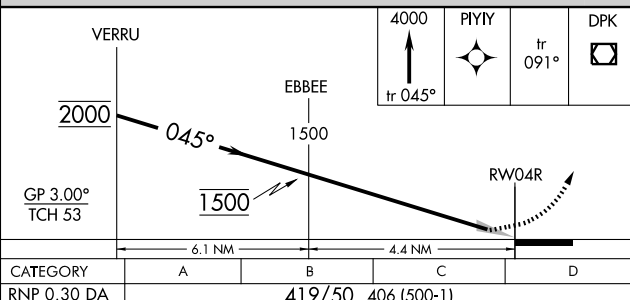


MISSED APPROACH: Climb to 4000 via 045° track to PIYY and via 091° track to DPK VOR/DME and hold.

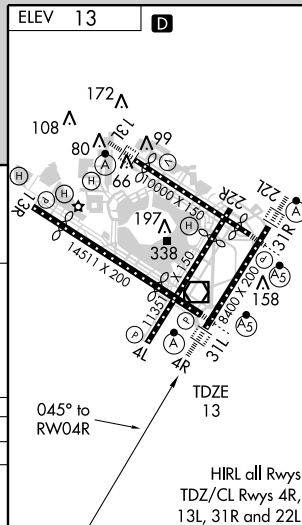
| ATIS (ARR-NE) (ARR-SW) | | | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL |
|---------------------------|-------|-------|------------------|-------|-------------------------|--------------|---------|----------|
| 128,725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 281.55 | 121.9 | 135.05 |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 281.55 | 348.6 | 348.6 |



RADAR REQUIRED



SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



APP CRS **225°**
Rwy ldg **8400**
TDZE **13**
Apt Elev **13**

RNAV (RNP) Z RWY 22L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

▽ For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 49°C (120°F). RF and GPS Required. For inoperative ALSF, increase RNP 0.20 DA visibility to RVR 5000 all Cats, RNP 0.30 DA visibility to RVR 6000 all Cats. Visibility reduction by helicopters NA.

ALSF-2



MISSED APPROACH: Climb to 3000 via 225° track to WEPLA and via 178° track to CHANT and hold.

ATIS
(ARR-NE) (ARR-SW)
128.725 117.7 115.4

NEW YORK APP CON

127.4 269.0

KENNEDY TOWER

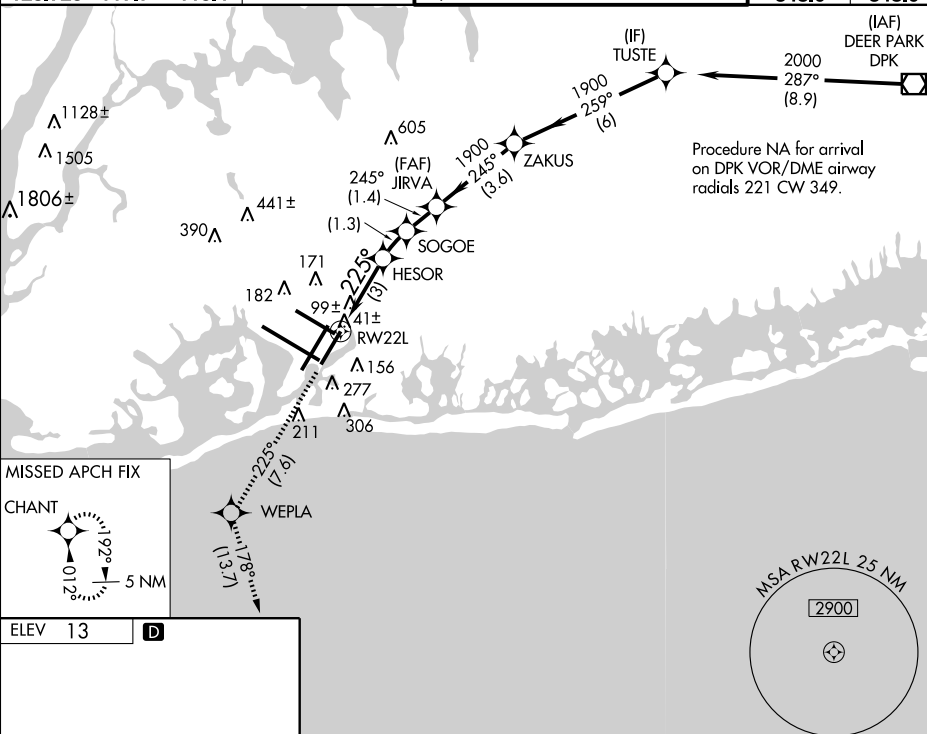
Rwys 4R/22L and 13L/31R **119.1 281.55**
Rwys 4L/22R and 13R/31L **123.9 281.55**

GND CON

121.9 348.6

CLNC DEL

135.05 348.6

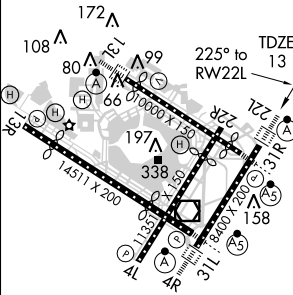


MISSED APCH FIX

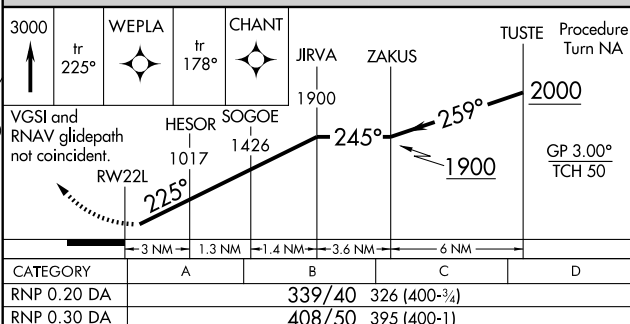


ELEV 13

D



HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L



SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

APP CRS **315°**
Rwy Idg **11248**
TDZE **13**
Apt Elev **13**

RNAV (RNP) Z RWY 31L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

▼ For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 49°C (120°F). Missed approach requires RNP less than 1.0. *RNP 0.30 missed approach requires minimum climb of 463' per NM to 700. RF and GPS Required.



MISSED APPROACH: (Do not exceed 200 KIAS until FIKRA) Climb to 3000 via 315° track to HULEP, and via left turn to JONLO, and via left turn to FIKRA, and via 163° track to CHANT and hold.

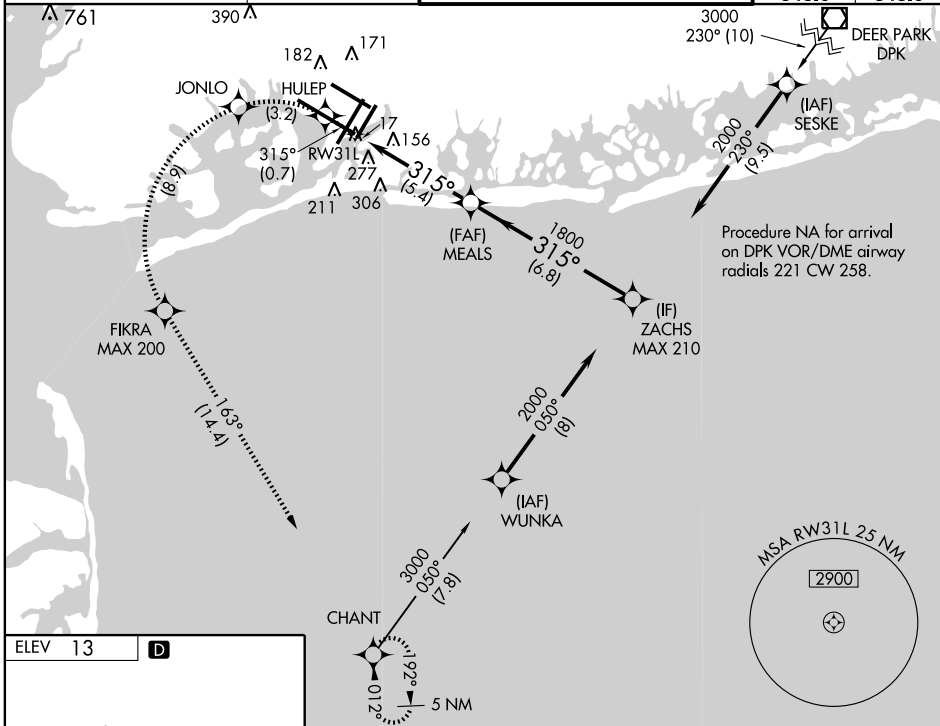
ATIS (ARR-NE) (ARR-SW)
128.725 117.7 115.4

NEW YORK APP CON
127.4 269.0

KENNEDY TOWER
Rwys 4R/22L and 13L/31R **119.1 281.55**
Rwys 4L/22R and 13R/31L **123.9 281.55**

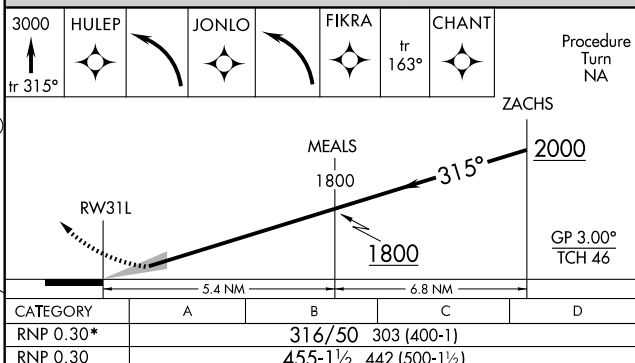
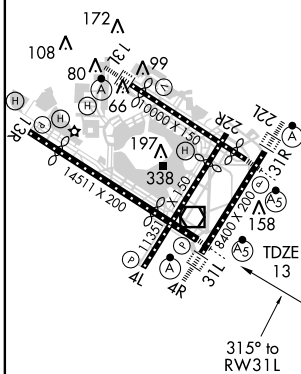
GND CON
121.9 348.6

CLNC DEL
135.05 348.6



ELEV **13**

D



**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**

APP CRS
315°

Rwy ldg
TDZE
Apt Elev

8970
13
13

RNAV (RNP) Z RWY 31R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

NA For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 49°C (120°F). Missed approach requires RNP less than 1.0. **RNP 0.20 missed approach requires minimum climb of 366 feet per NM to 700. ***RNP 0.30 missed approach requires minimum climb of 327 feet per NM to 700. RF and GPS Required. For inoperative MALSR, increase RNP 0.20 DA visibility to RVR 5000 all Cats, RNP 0.30 DA*** visibility to RVR 5000 all Cats, RNP 0.30 DA visibility to 1½ all Cats.

MALSR



MISSED APPROACH: (Do not exceed 200 KIAS until WETIL) Climb to 4000 via track 315° to ZARGA and via left turn to TENRE and via left turn to WETIL and via track 227° to COL VOR/DME and hold.

ATIS
(ARR-NE) (ARR-SW)

128.725 117.7 115.4

NEW YORK APP CON

127.4 269.0

KENNEDY TOWER

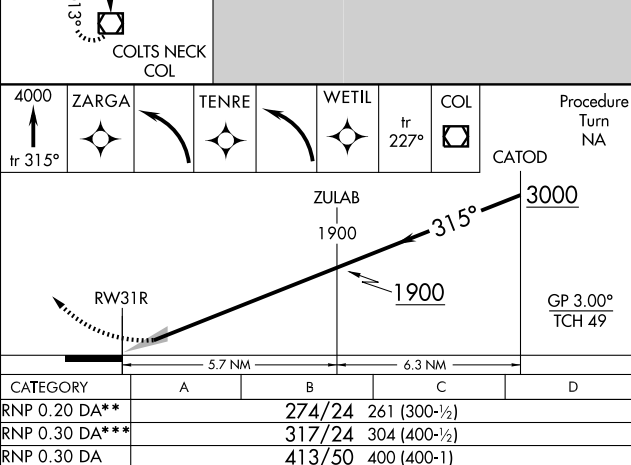
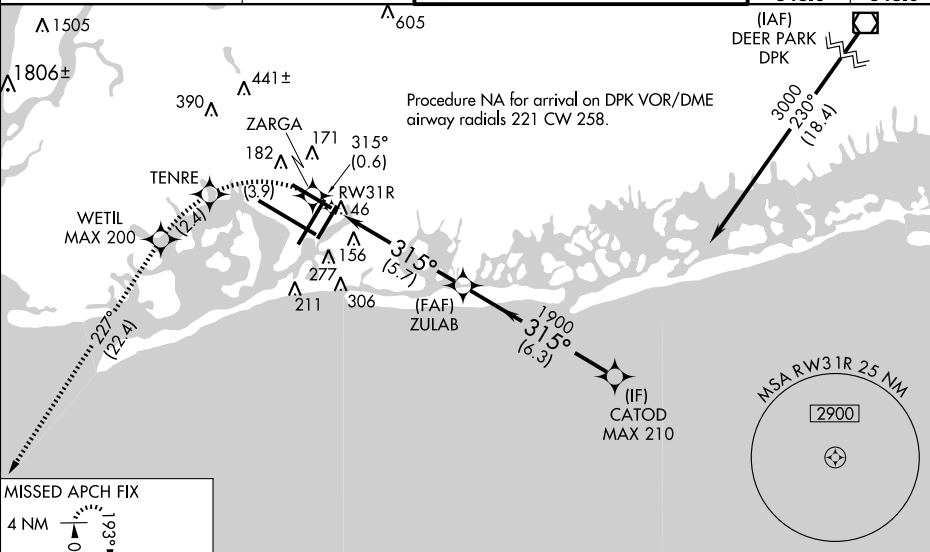
Rwys 4R/22L and 13L/31R **119.1 281.55**
Rwys 4L/22R and 13R/31L **123.9 281.55**

GND CON

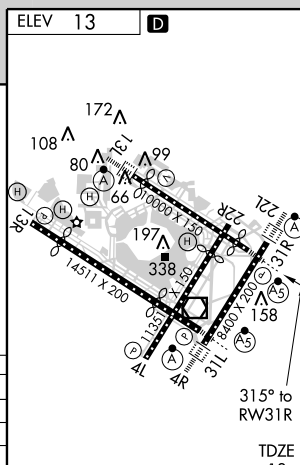
121.9 348.6

CLNC DEL

135.05 348.6



**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**



HIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L

SEAVIEW TWO DEPARTURE

SL-610 (FAA)

NEW YORK/JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK

ATIS
128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750

(NARRATIVE ON FOLLOWING PAGE)

GAYEL
N41°24.40'
W74°21.43'
L-33-34, H-10-12

HAAYS
N41°19.20'
W74°28.03'
L-33-34

NEION
N41°13.69'
W74°34.85'
L-33-34, H-10-12

DEER PARK
117.7 DPK
Chan 124
N40°47.51'-W73°18.22'
L-33-34, H-10-12

COATE
N41°08.17'
W74°41.71'
L-33-34, H-10-12

SPARTA
115.7 SAX
Chan 104
N41°04.05'-W74°32.30'
L-33-34, H-10-12

ELIOT
N40°49.11'
W75°07.81'
L-33-34, H-10-12

SOLBERG
112.9 SBJ
Chan 76
N40°34.98'-W74°44.51'
L-33-34, H-10-12

LA GUARDIA
113.1 LGA
Chan 78
N40°47.02'
W73°52.12'
L-33-34, H-10-12

PARKE
N40°40.99'
W75°04.59'
L-33-34, H-10-12

CANARSIE
112.3 CRI
Chan 70
N40°36.75'
W73°53.67'
L-33-34

LANNA
N40°33.58'
W75°01.66'
L-33-34, H-10-12

KENNEDY
115.9 JFK
Chan 106
N40°37.97'-W73°46.28'
L-33-34, H-10-12

BIGGY
N40°25.18'
W74°58.36'
L-33-34, H-10-12

BREEZY POINT
CLIMB

BRIDGE
CLIMB

DIXIE
N40°05.96'
W74°09.87'
L-34

WHITE
N40°00.41'
W74°15.08'
L-34, H-10-12

YARDLEY
108.2 ARD
Chan 19
N40°15.20'-W74°54.46'
L-34, H-10-12

ROBBINSVILLE
113.8 RBV
Chan 85
N40°12.14'-W74°29.70'
L-34, H-10-12

Cross JFK R-253
at or above 2500'
maintain 5000'

BRIDGE
414 OGY
N40°34.09'
W73°52.98'
L-34

SHIPP
N40°19.77'
W73°14.84'
L-34

SEIFF
JFK [55]
N40°04.61'
W72°49.06'
H-10

TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum
climb 220' per mile to 300'.
Rwys 31L, 31R: 1800-3 or STANDARD with
minimum climb 240' per mile to 2400'.

NOTE: Chart not to scale.

SEAVIEW TWO DEPARTURE

(SEAVI2.JFK) 10210

NEW YORK, NEW YORK
NEW YORK/JOHN F. KENNEDY INTL (JFK)

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet. Thence....

TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet. Thence....

TAKE-OFF RUNWAYS 22L/R: Climb on runway heading, maintain 5,000 feet. Thence....

GATEWAY CLIMB: *Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet. Thence....

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....

BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME), cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....

CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....

....Via vectors to the JFK R-139 to SEIFF DME fix, then turn right proceed direct to the JFK VOR/DME. Expect vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

*To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.

NOTE: This procedure requires overwater flight not to exceed 50 miles.

NOTE: Departure procedure to be used when assigned by ATC only.

NOTE: COATE departures except vectors to SAX VORTAC or SAX R-311.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.

Rwy 4R, cross DER at or above 21' AGL/33' MSL.

Rwy 13L, cross DER at or above 3' AGL/15' MSL.

Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

10210

SKORR THREE DEPARTURE (RNAV)

SL-610 (FAA)

NEW YORK / JOHN F. KENNEDY INTL. (JFK)

NEW YORK, NEW YORK

ATIS
128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.75

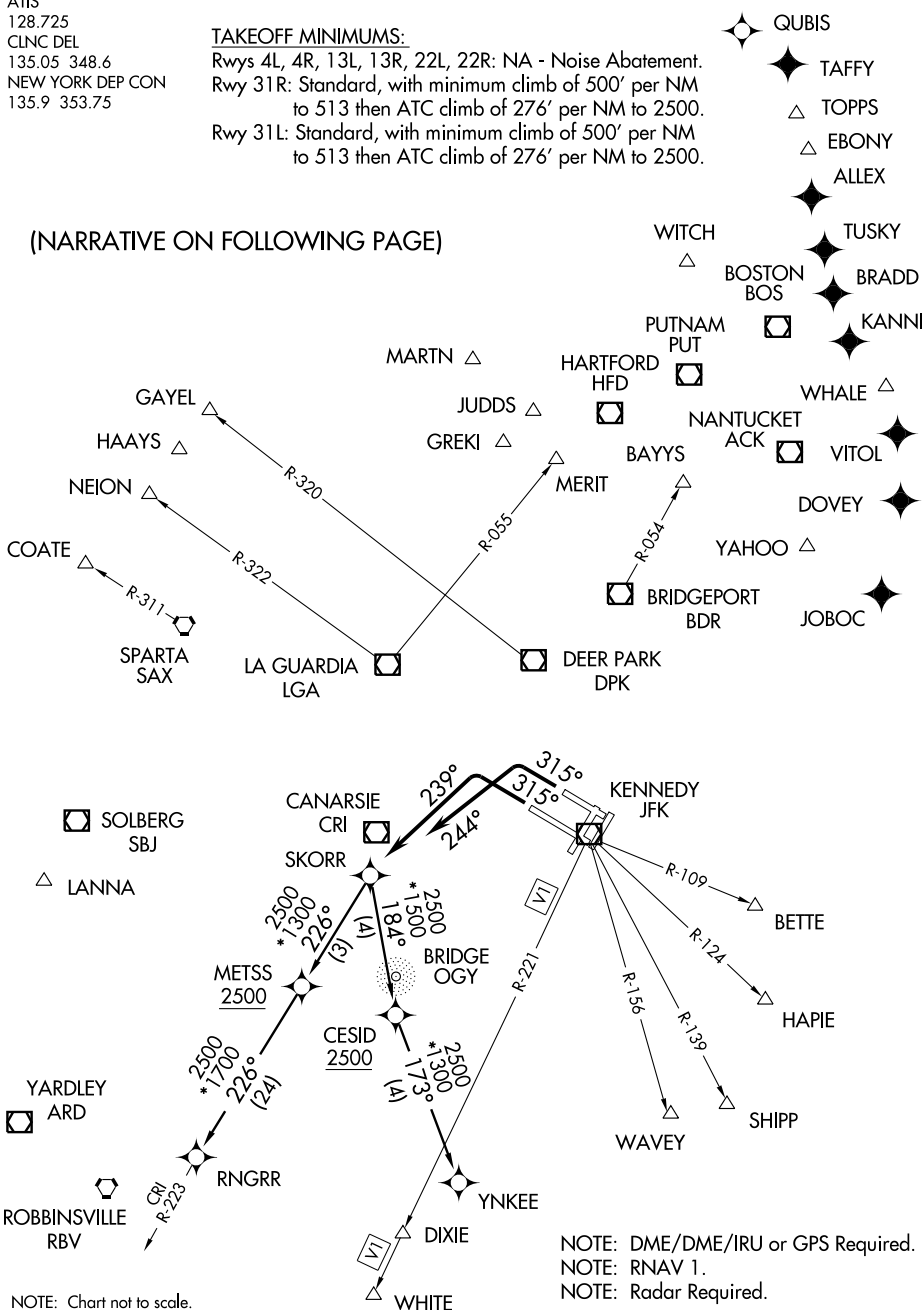
TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 13R, 22L, 22R: NA - Noise Abatement.

Rwy 31R: Standard, with minimum climb of 500' per NM to 513 then ATC climb of 276' per NM to 2500.

Rwy 31L: Standard, with minimum climb of 500' per NM to 513 then ATC climb of 276' per NM to 2500.

(NARRATIVE ON FOLLOWING PAGE)



SKORR THREE DEPARTURE (RNAV)

(SKORR3.SKORR) 10210

NEW YORK, NEW YORK

NEW YORK / JOHN F. KENNEDY INTL (JFK)

NE-2. 23 SEP 2010 to 21 OCT 2010



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31R: Climb heading 315° to intercept course 244° to SKORR.
Thence

TAKEOFF RUNWAY 31L: Climb heading 315° to intercept course 239° to SKORR.
Thence

. . . . Maintain 5000, expect clearance to filed altitude/flight level ten minutes after departure.

RNGRR TRANSITION (SKORR3.RNGRR):

YNKEE TRANSITION (SKORR3.YNKEE):

TAKEOFF OBSTACLE NOTES:

Rwy 31L: Tree 2076' from DER, 436' left of centerline, 79' AGL/91' MSL.

Bush 257' from DER, 530' left of centerline, 13' AGL/25' MSL.

Rwy 31R: Tree 752' from DER, 654' left of centerline, 39' AGL/52' MSL.

Tree 561' from DER, 646' right of centerline, 30' AGL/43' MSL.

Multiple light poles starting 1442' from DER, 336' left of centerline, up to 44' AGL/67' MSL.

Vehicle on road 281' from DER, 501' left of centerline, 15' AGL/26' MSL.

Multiple obstruction lights on poles and fence starting 366' from DER, 15' left of centerline, up to 17' AGL/31' MSL.

Obstruction light on pole 625' from DER, 359' right of centerline, 28' AGL/31' MSL.

Approach light 190' from DER, 8' right of centerline, 5' AGL/18' MSL.

Fence 410' from DER, 352' right of centerline, 10' AGL/23' MSL.

NOTE: North American routes via...

...BETTE expect radar vectors to BETTE direct ACK VOR/DME.

...GREKI expect radar vectors to GREKI direct JUDDS direct MARTN.

...HAPIE expect radar vectors to HAPIE direct YAHOO.

...MERIT expect radar vectors to MERIT direct HFD VOR/DME then direct PUT VOR/DME then...

...TOPPS or EBONY expect direct.

...ALLEX via direct WITCH direct.

...TUSKY and south expect direct BOS VOR/DME direct.

| | | |
|--|------------------------|---|
| VOR/DME JFK 115.9 Chan 106 | APP CRS 232° | Rwy Idg 8400 TDZE 13 Apt Elev 13 |
|--|------------------------|---|

VOR/DME RWY 22L
NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climbing left turn to 3000 via JFK R-190 to CHANT INT/19 DME and hold.

| | | |
|----------------|--------------|--------------|
| | ATIS | |
| | (ARR-NE) | (ARR-SW) |
| 128.725 | 117.7 | 115.4 |

NEW YORK APP CON
127.4 269.0

| KENNEDY TOWER | | |
|-------------------------|--------------|---------------|
| Rwys 4R/22L and 13L/31R | 119.1 | 281.55 |
| Rwys 4L/22R and 13R/31L | 123.9 | 281.55 |

GND CON
121.9
348.6

CLNC DEL
135.05
348.6

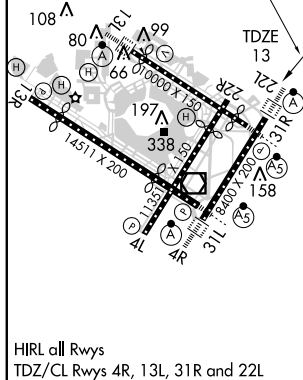
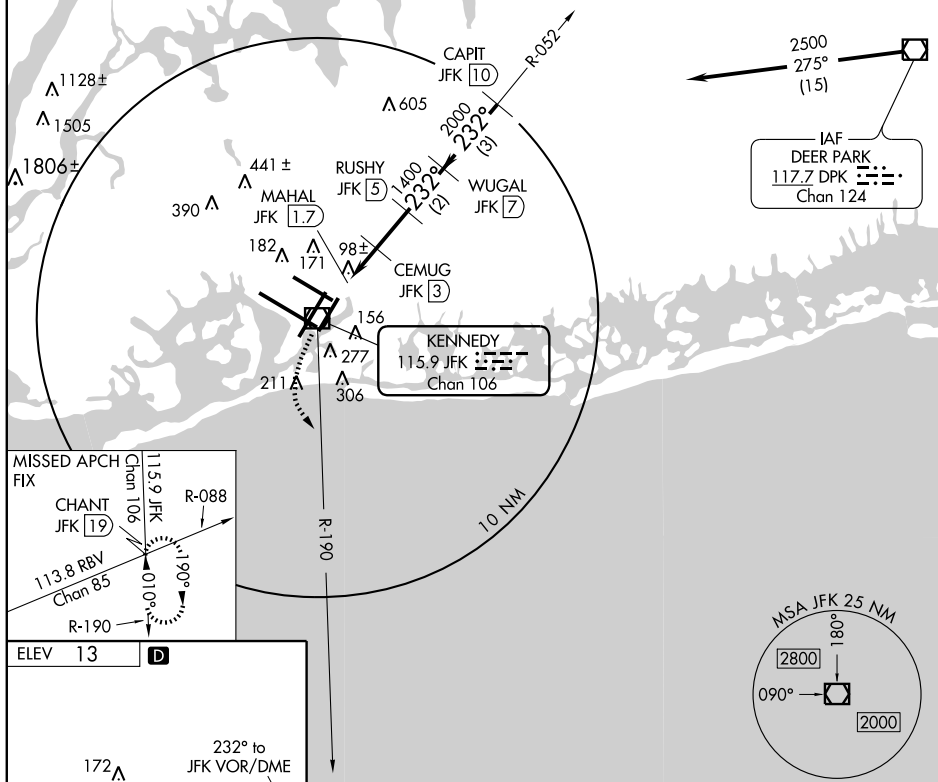


Diagram illustrating the WUGAL 7 RNAV (RNP) approach procedure. Key features include:

- Initial descent from 3000 feet.
- Climb gradient of 232°.
- Minimum altitude of 600 feet.
- Distance to the missed approach point: 2 NM.
- Distance to the missed approach point: 2 NM.
- Distance to the missed approach point: 3 NM.
- Procedure Turn NA.

| CATEGORY | A | B | C | D |
|----------|--------------------|---|---------------------|--------------------|
| S-22L | 440/24 427 (500-½) | | 440/40 427 (500-¾) | 440/50 427 (500-1) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |

NEW YORK, NEW YORK
Amdt 4D 10266

NEW YORK / JOHN F. KENNEDY INTL (JFK)

40°38'N - 73°47'W

VOR/DME RWY 22L

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

| | | |
|---|------------------------|---|
| VOR/DME CRI 112.3 Chan 70 | APP CRS 041° | Rwy Idg 13R 11966 13L 9009 TDZE 13 Apt Elev 13 |
|---|------------------------|---|

VOR or GPS RWY 13L/13R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

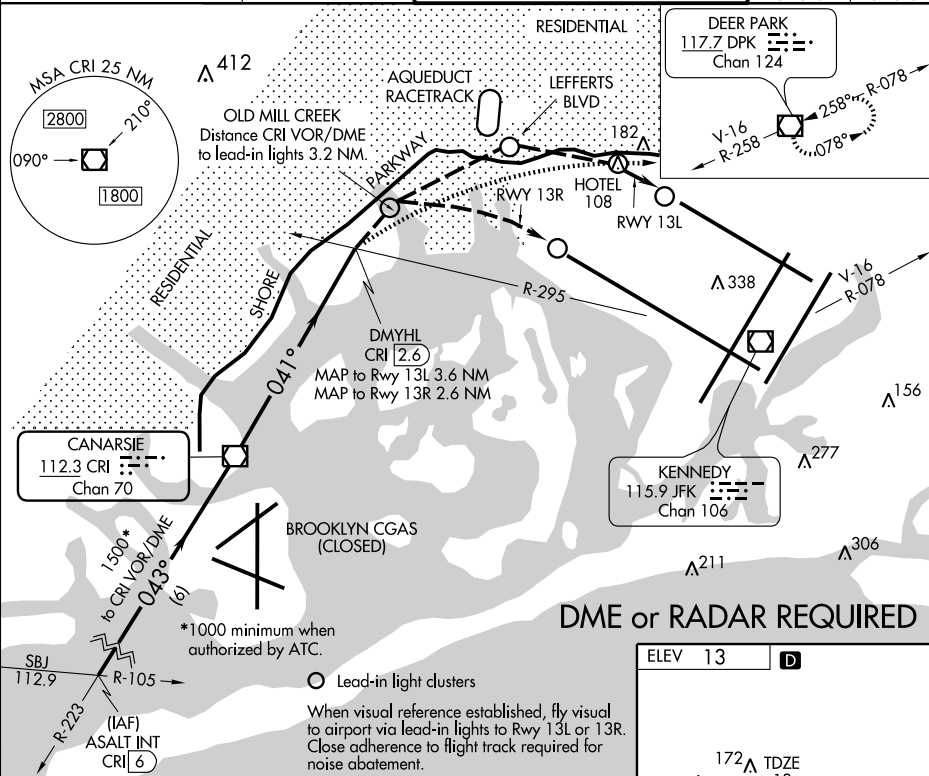


For inoperative LDIN,
procedure not authorized.



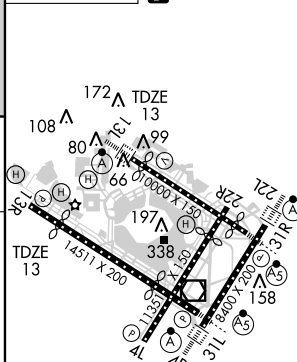
MISSED APPROACH: At or beyond MAP, climbing right turn to 4000 via heading 100° and V-16 to DPK VOR/DME and hold.

| ATIS | | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL |
|----------------|--------------|------------------|--------------|-------------------------|--------------|---------------|---------------|
| (ARR-NE) | (ARR-SW) | | | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 |
| 128.725 | 117.7 | 127.4 | 269.0 | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 135.05 |
| | | | | | | | 348.6 |



DME or RADAR REQUIRED

| | |
|---------|---|
| ELEV 13 | D |
|---------|---|



ASALT INT
CRI 6

↑ 3000

043°

CRI
VOR/DME

* 1500

* 1000 minimum when authorized by ATC.

041°

DMVHL
CRI 2.6
JFK R-295

4000

hdg 100°
and V-16

DPK

4 NM

2.6 NM

| CATEGORY | A | B | C | D |
|----------|-------------------|---|--------------------------|--------------------------|
| LDIN-13L | 800-2 787 (800-2) | | 800-2 ¼ 787 (800-2 ¼) | 800-2 ½ 787 (800-2 ½) |
| LDIN-13R | 800-2 787 (800-2) | | 800-2 ¼ 787 (800-2 ¼) | 800-2 ½ 787 (800-2 ½) |

HIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L

| FAF to MAP 2.6 NM | | | | | |
|-------------------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:36 | 1:44 | 1:18 | 1:02 | 0:52 |

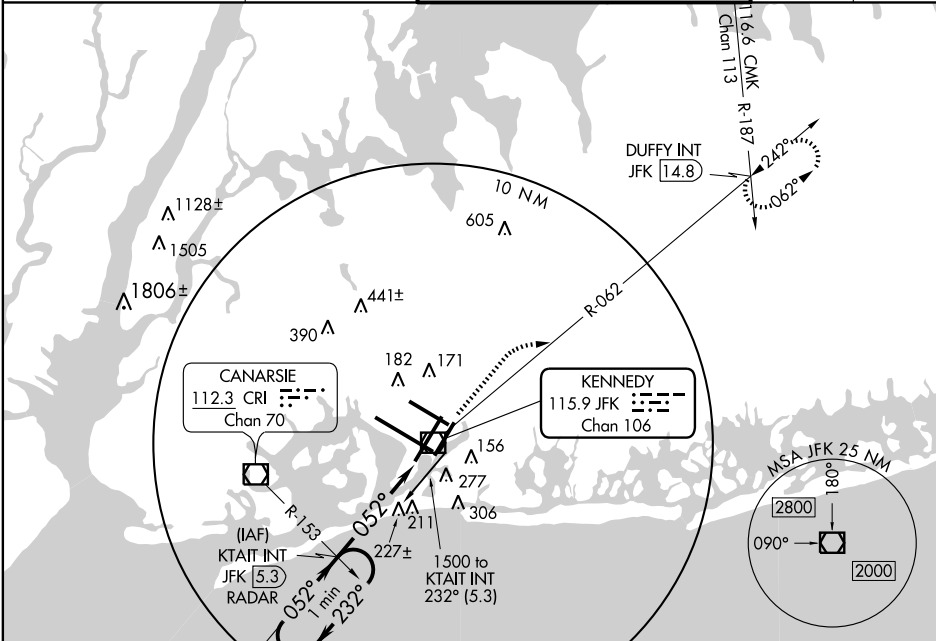
| | | | |
|--|------------------------|-----------------------------|--|
| VOR/DME JFK 115.9 Chan 106 | APP CRS 052° | Rwy Idg TDZE Apt Elev | 11351 12 13 |
|--|------------------------|-----------------------------|--|

VOR RWY 4L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

| | | | | | |
|--|--|--|--|--|--|
| | | | MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via JFK R-062 to DUFFY INT/JFK 14.8 DME and hold. | | |
|--|--|--|--|--|--|

| | | | | | | | |
|---|--|--|--|--|---|-------------------------------|---------------------------------|
| ATIS (ARR-NE) (ARR-SW) 128,725 117.7 115.4 | | | NEW YORK APP CON 127.4 269.0 | | KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55 | GND CON 121.9 348.6 | CLNC DEL 135.05 348.6 |
|---|--|--|--|--|---|-------------------------------|---------------------------------|



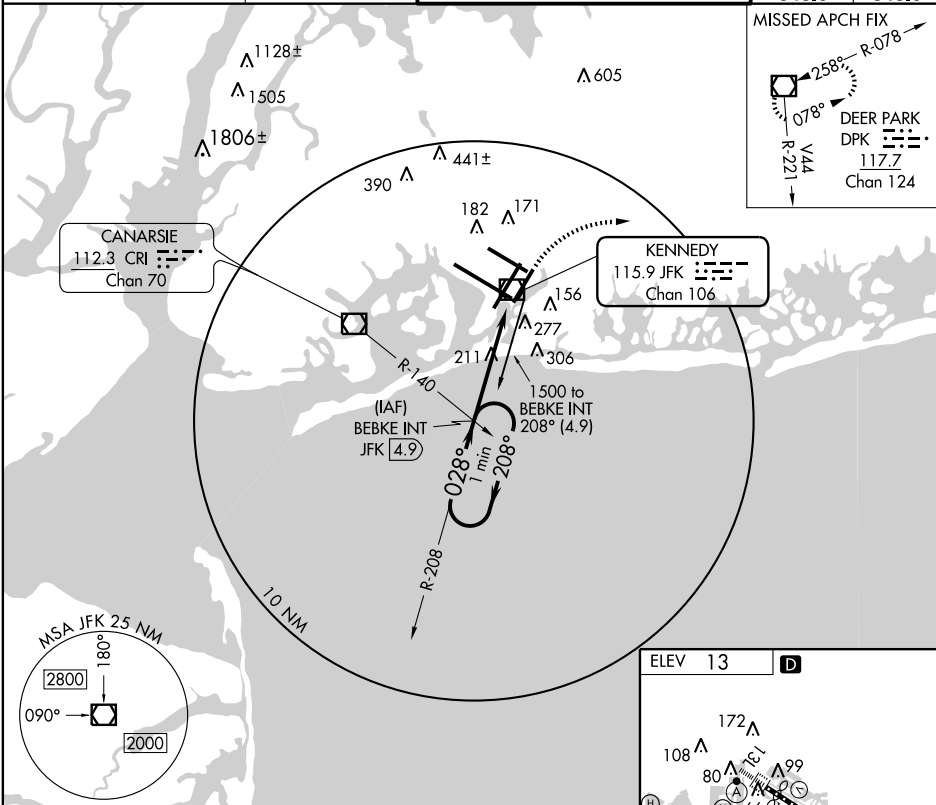
| | | | | | |
|---|--------|-------------|------------------------|--|-------------|
| One Minute Holding Pattern KTAIT INT JFK [5.3] RADAR 1500 ← 232° / 052° → 3.07° TCH 57 2.9 NM 1.4 NM | | | | 2000 3000 JFK R-062 DUFFY INT | ELEV 13 |
| CATEGORY | A | B | C | D | |
| S-4L | 540/50 | 528 (600-1) | 540-1½ 528 (600-1½) | 540-1¾ 528 (600-1¾) | |
| CIRCLING | 640-1 | 627 (700-1) | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) | |

| | | | |
|-------------|---------|----------|------|
| VOR/DME JFK | APP CRS | Rwy Idg | 8400 |
| 115.9 | 028° | TDZE | 13 |
| Chan 106 | | Apt Elev | 13 |

VOR RWY 4R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

| | | | | | |
|---------------------------|------------------|--|--|--|-----------------------|
| | | | ALSF-2 | MISSED APPROACH: Climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold. | |
| ATIS (ARR-NE) (ARR-SW) | NEW YORK APP CON | | KENNEDY TOWER | | GND CON |
| 128.725 117.7 115.4 | 127.4 269.0 | | Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55 | | 121.9 348.6 |
| | | | | | CLNC DEL 135.05 348.6 |



| | | | | |
|----------------------------------|--------------------|---------------------|---------------------|---------------------|
| One Minute Holding Pattern | | BEBKE INT JFK (4.9) | 4000 | DPK |
| 1500 ← 208° → 028° | | 3.04° TCH 53 | hdg 100° and V44 | |
| | | 3 NM | JFK VOR/DME | |
| | | 1.5 | JFK 1.9 | |
| | | | JFK 0.4 | |
| CATEGORY | A | B | C | D |
| S-4R | 540/24 527 (600-½) | | 540/50 527 (600-1) | 540/60 527 (600-1¼) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |
| FAF to MAP 4.4 NM | | | | |
| Knots 60 90 120 150 180 | | | | |
| Min:Sec 4:24 2:56 2:12 1:46 1:28 | | | | |

NEW YORK, NEW YORK
Orig 10266

NEW YORK / JOHN F. KENNEDY INTL (JFK)

40°38'N - 73°47'W

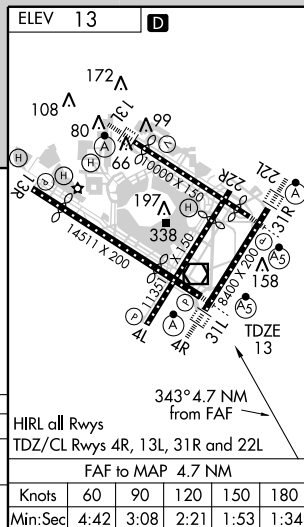
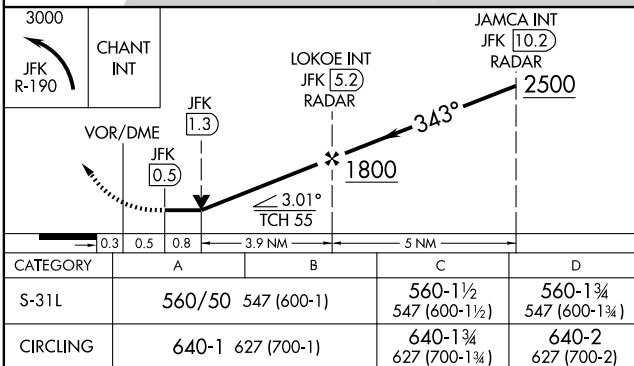
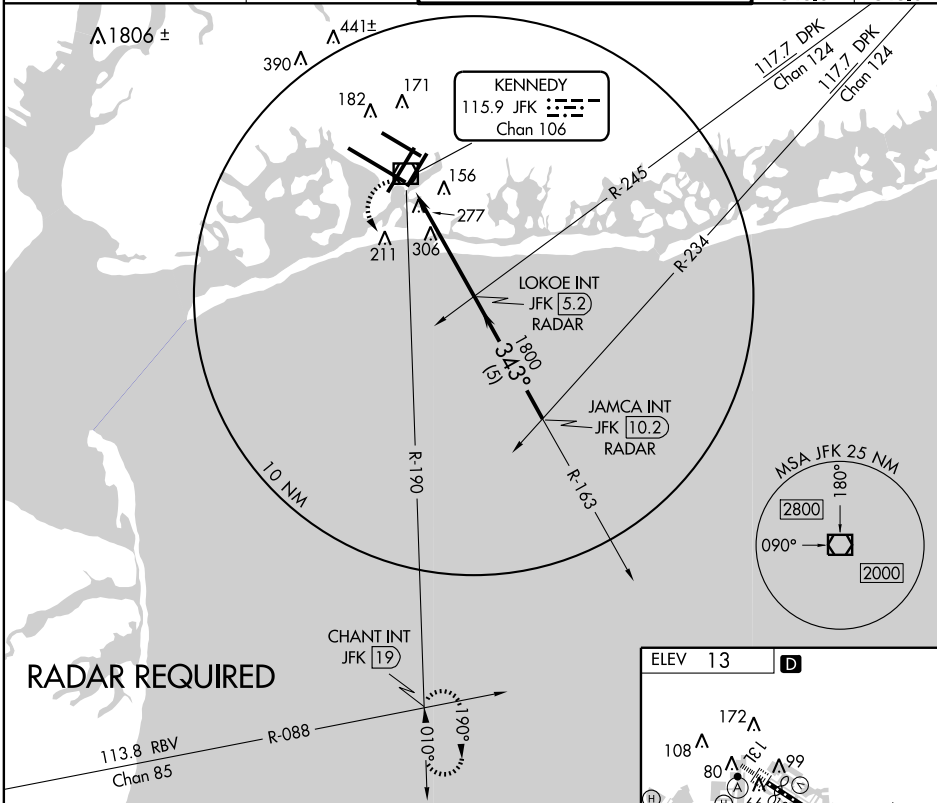
VOR RWY 4R

| | | |
|--|------------------------|--|
| VOR/DME JFK 115.9 Chan 106 | APP CRS 343° | Rwy Idg 11248 TDZE 13 Apt Elev 13 |
|--|------------------------|--|

VOR RWY 31L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

| | | | | | | |
|--|---------------------------|--|--|--|---|-------------------------------|
| | | | MALSR | | MISSED APPROACH: Climbing left turn to 3000 via JFK R-190 to CHANT INT/JFK 19 DME and hold. | |
| ATIS (ARR-NE) (ARR-SW) | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL |
| 128.725 117.7 115.4 | 127.4 269.0 | | Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55 | | 121.9 348.6 | 135.05 348.6 |



AIRPORT DIAGRAM

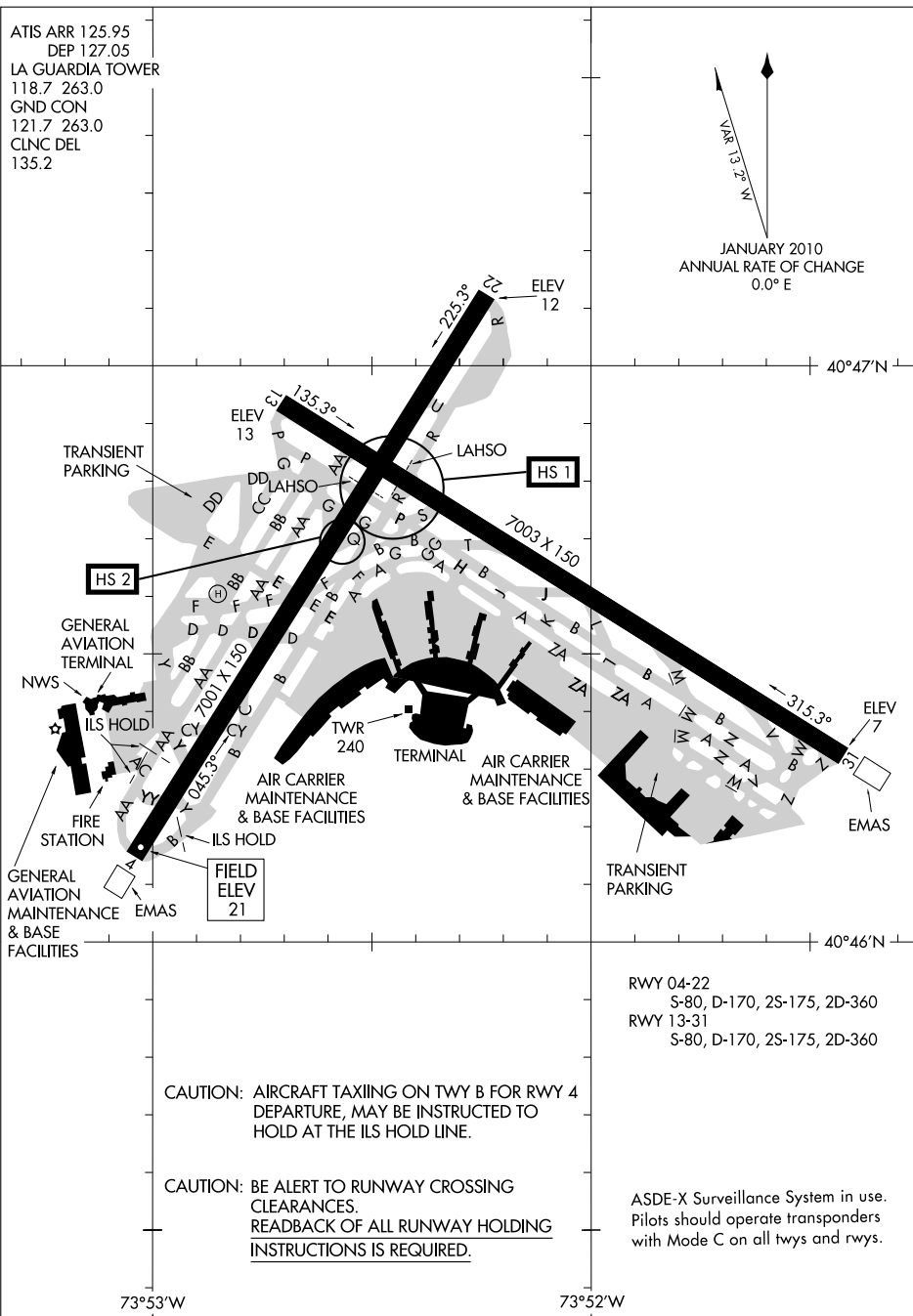
AL-289 (FAA)

NEW YORK/LA GUARDIA (LGA.)
NEW YORK, NEW YORK

ATIS ARR 125.95
DEP 127.05
LA GUARDIA TOWER
118.7 263.0
GND CON
121.7 263.0
CLNC DEL
135.2

VAR 13.2° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° E

NE-2, 23 SEP 2010 to 21 OCT 2010



NE-2, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

NEW YORK, NEW YORK
NEW YORK/LA GUARDIA (LGA.)

LA GUARDIA (LGA) 4 E UTC-5(-4DT) N40°46.64' W73°52.36'

NEW YORK

21 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index D

COPTER

NOTAM FILE LGA

H-101, 12J, L-33B, 34H

RWY 13-31: H7003X150 (ASPH-CONC-GRVD) S-80, D-170, 2S-175, 2D-360 HIRL CL

IAP, AD

RWY 13: MALSR. TDZL. REIL. VASI(V4L)—GA 3.0°TCH 49'.

RWY 31: REIL. VASI(V16). Upper—GA 3.0° TCH 88'. Lower—GA 2.75° TCH 47'. Building.

RWY 04-22: H7001X150 (ASPH-CONC-GRVD) S-80, D-170, 2S-175, 2D-360 HIRL CL

RWY 04: MALSR. PAPI(P4R)—GA 3.0° TCH 52'. Building.

RWY 22: ALSF1. TDZL. REIL. VASI(V4L)—GA 3.0°TCH 52'.

LAND AND HOLD SHORT OPERATIONS

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---------------|------------------|-----------|
| RWY 04 | 13-31 | 4600 |
| RWY 31 | 04-22 | 5500 |

ARRESTING GEAR/SYSTEM

RWY 13: EMAS

RWY 22: EMAS

AIRPORT REMARKS: Special Air Traffic Rules—Part 93, High Density Arpt, Prior Reservation Required, see Aeronautical Information Manual. Coded Transponder required. VFR reservation information avbl on ATIS. Attended continuously. Ship masts in apch Rwy 31. Flocks of birds on and in/ovf arpt. Fence 9' AGL 450' southeast Rwy 31 thld, 6400' southeast Rwy 04-22 centerline, 400' northeast Rwy 13-31 centerline. Port Authority of New York and New Jersey. Open to military conventional acft with prior permission, ctc arpt ops at 718-533-3700. Magnetic anomalies may affect compass heading when using extension Rwy 13 and Rwy 22 for tkr. Rwy 13 VASI and ILS not coincidental. Noise abatement procedures in effect; call 212-435-3812 during normal business hrs. Twy G, Twy P, Twy R and Twy U concrete deck restricted to 5 knot turns, 10 knot straight. Twy ZA clsd 0400-1200Z† for acft parking. Twy Y between Twy AA and Twy BB clsd to acft with wingspan in excess of 113'. Twy F located btween Twy BB and Twy Y clsd indef. B767-400 acft rstd to 10Kt on Twy DD, Twy Z, Twy B, and Twy AA. ASDE-X surveillance system in use, pilots should operate transponders with mode C on all twys and rwys. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (718) 672-6317. LLWAS.

COMMUNICATIONS: D-ATIS ARR 125.95 (718) 478-6070 D-ATIS DEP 127.05 (718) 478-0118 UNICOM 122.95

RCO 122.1R 113.1T (NEW YORK RADIO)

Ⓡ **NEW YORK APP CON** 120.8 132.7 128.8 (Final) 127.3 124.95 118.0

TOWER 118.7 **GND CON** 121.7 121.85 **CLNC DEL** 135.2 (121.875 helicopters) **PRE-TAXI CLNC** 135.2

Ⓡ **NEW YORK DEP CON** 120.4 124.45 127.05

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE LGA.

(L) **VOR/DME** 113.1 LGA Chan 78 N40°47.02' W73°52.12' at fld. 15/12W.

VOR portion unusable:

245°-280° byd 25 NM blo 6000'

DME portion unusable:

245°-280° byd 25 NM blo 6000'

ORCHY NDB (LOM) 385 UR N40°51.98' W73°48.21' 222° 6.2 NM to fld.

Unusable 140°-210° byd 11 NM.

ILS 110.5 I-LGA Rwy 04. Class IT.

ILS/DME 108.5 I-GDI Chan 22 Rwy 13. Class IE. Glideslope unusable byd 5° left of course.

ILS 110.5 I-URD Rwy 22. Class IT. LOM ORCHY NDB. LOM unusable 140°-210° byd 11 NM.

ILS/DME 108.5 I-PZV Chan 22 Rwy 31. LOC only. LOC unusable byd 18° right side of course.

LDA/DME 111.15 I-TKD Chan 48(Y) Rwy 22. LOC course unusable inbound 2 DME. LOC unusable byd 25° left side of course. LOC unusable byd 20° right side of course.

• • • • •
HELIPAD H1: H60X60 (ASPH) PERIMETER LIGHTS

HELIPORT REMARKS: H1 located intersection Twy BB and Twy F. Helicopter pad located at the intersection of Twy D, Twy F and Twy Y clsd indef.

NEW YORK SKYPORTS INC SPB (6N7) O E UTC-5(-4DT) N40°44.04' W73°58.37'

NEW YORK

00 NOTAM FILE ISP

COPTER

WATERWAY N-S: 10000X1000 (WATER)

SEAPLANE REMARKS: Attended 1300Z†-dusk. Landing fee. No tie-downs and no overnight stays avbl. Pilots must complete a proving flight with an authorized member of the N.E. Seaplanes Pilots Association prior to seaplane base use. 3-bladed props rqrd on all seaplanes. Located 1.7 south New York City Columbus Circle. Pilots rqr not to fly over the 59th Street Bridge. East River-velocity 2.6 miles per hr in south southwest direction. Heavy boat tfc in river. Pilots required to taxi 1000 ft offshore on Manhattan side before beginning tkrf.

COMMUNICATIONS: CTAF 122.9

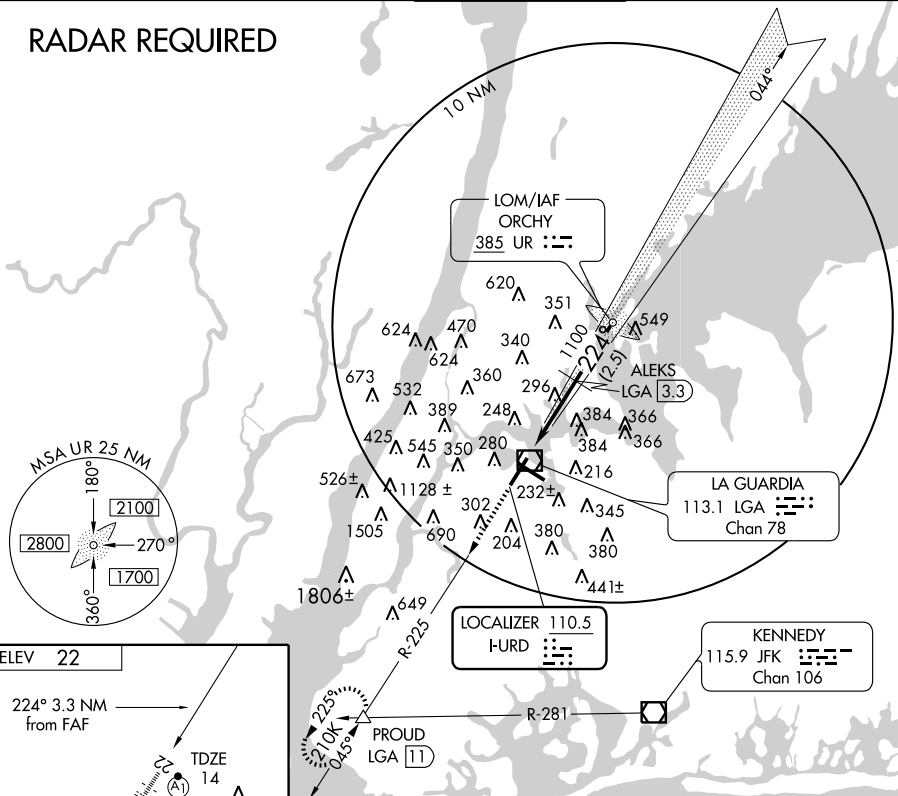
| | | | |
|---------------------------|------------------------|-----------------------------|---------------------------------------|
| LOC I-URD 110.5 | APP CRS 224° | Rwy Idg TDZE Apt Elev | 7001 14 22 |
|---------------------------|------------------------|-----------------------------|---------------------------------------|

COPTER ILS/DME RWY 22

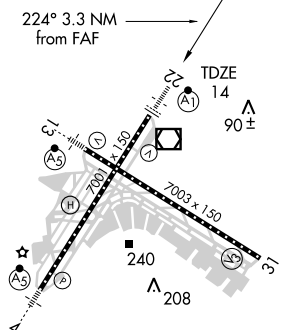
NEW YORK/LA GUARDIA (L.G.A.)

| | | | | |
|--|--|--|---|--------------------------|
| NA | | ALSIF-1 | MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD INT and hold. | |
| ATIS ARR 125.95 ATIS DEP 127.05 | NEW YORK APP CON 120.8 263.0 | LA GUARDIA TOWER 118.7 263.0 | GND CON 121.7 263.0 | CLNC DEL 135.2 |


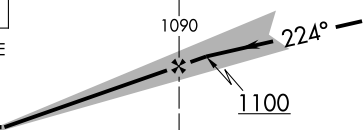
RADAR REQUIRED



ELEV 22



TDZ/CL Rwy 13 and 22
 HIRL Rwy 4-22 and 13-31
 REIL Rwy 13, 22, and 31

| | | | | | |
|---|-----------------------|--|---|--|--|
| <div>2700 ↑ LGA R-225</div> <div>PROUD △</div> | | <div>ALEKS LGA 3.3</div> <div>1090</div> | | <div>ORCHY LOM</div> <div>2000</div> | |
| <div>VOR/DME LGA 0.1</div> <div></div> | | <div></div> | | <div>GS 3.00° TCH 52</div> | |
| 3.2 NM | | 2.5 NM | | | |
| CATEGORY | A | B | C | D | |
| H-ILS 22 | 214/12 200 (200-¼) | NA | | | |
| H-LOC 22 | 620/12 606 (700-¼) | NA | | | |
| CIRCLING | NA | | | | |

COPTER RNAV (GPS) 250°

NEW YORK/ LA GUARDIA (LGA)



NA

Use La Guardia altimeter setting.

MISSED APPROACH: Climbing right turn to 1000 until heading through 070°, climb to 2000 direct ZALAT WP and hold.

ATIS ARR
ATIS DEP

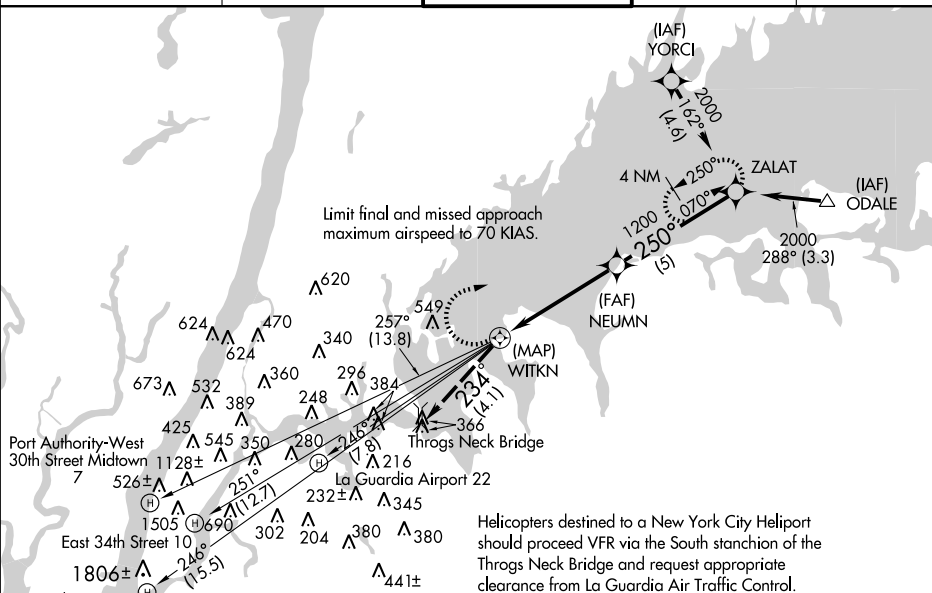
125.95
127.05

NEW YORK APP CON
120.8 263.0

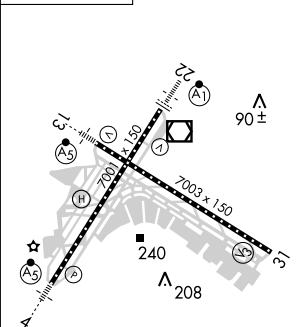
LA GUARDIA TOWER
118.7 263.0

GND CON
121.7 263.0

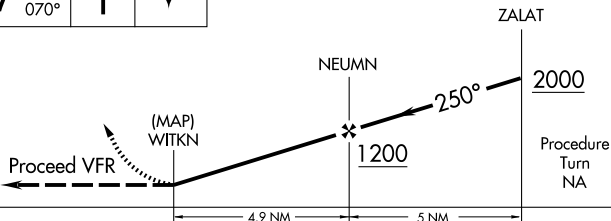
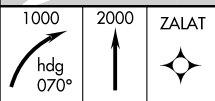
CLNC DEL
135.2



Port Authority-West
30th Street Midtown
7
526±
East 34th Street 10
1806±
Port Authority
Downtown-Manhattan
/Wall Street 7
ELEV 22



TDZ/CL Rwy 13 and 22
HIRL Rwy 4-22 and 13-31
REIL Rwy 13, 22, and 31



| CATEGORY | COPTER |
|----------|-------------------|
| H-250° | 480-¾ 351 (400-¾) |
| CIRCLING | NA |

EXPRESSWAY VISUAL RWY 31

AL-289 (FAA)

NEW YORK/LA GUARDIA (LGA)
NEW YORK, NEW YORK

ATIS ARR 125.95
 ATIS 127.05
 NEW YORK APP CON
 120.8 263.0
 LA GUARDIA TOWER
 118.7 263.0
 GND CON
 121.7 263.0
 CLNC DEL
 135.2

Note:

In the event of a go-around, pilots can expect to fly a westbound heading until the Hudson River, thence follow the Hudson River southbound for further instructions.

LOCALIZER 110.5

I-LGA

LA GUARDIA

113.1 LGA

Chan 78

FLUSHING
MEADOW PARKCITI
FIELDLGA
R-225DIALS INT
N40°42.93'
W73°55.60'Vertical Guidance
Navaid and Angle
VASI 3.0° and 2.75°Weather minimums:
3000 feet ceiling
and 5 mile visibility.

KENNEDY

115.9 JFK

Chan 106

TWIN WHITE
TANKS

A 1806±

PROSPECT
PARK

Note:

Over fly Prospect Park
to the extent practical.

| | | | | | | | | | | | | | | | |
|------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| 1 NM | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|

EXPRESSWAY VISUAL RWY 31

When cleared for an Expressway Approach to Rwy 31 (while on LGA VOR/DME R-225) cross DIALS INT at 2500 feet or above. Turn right at DIALS INT heading 085° and descend to Runway 31 via Long Island Expressway and Flushing Meadow Park. Use LGA Rwy 4 localizer for course guidance when LGA VOR is not available.

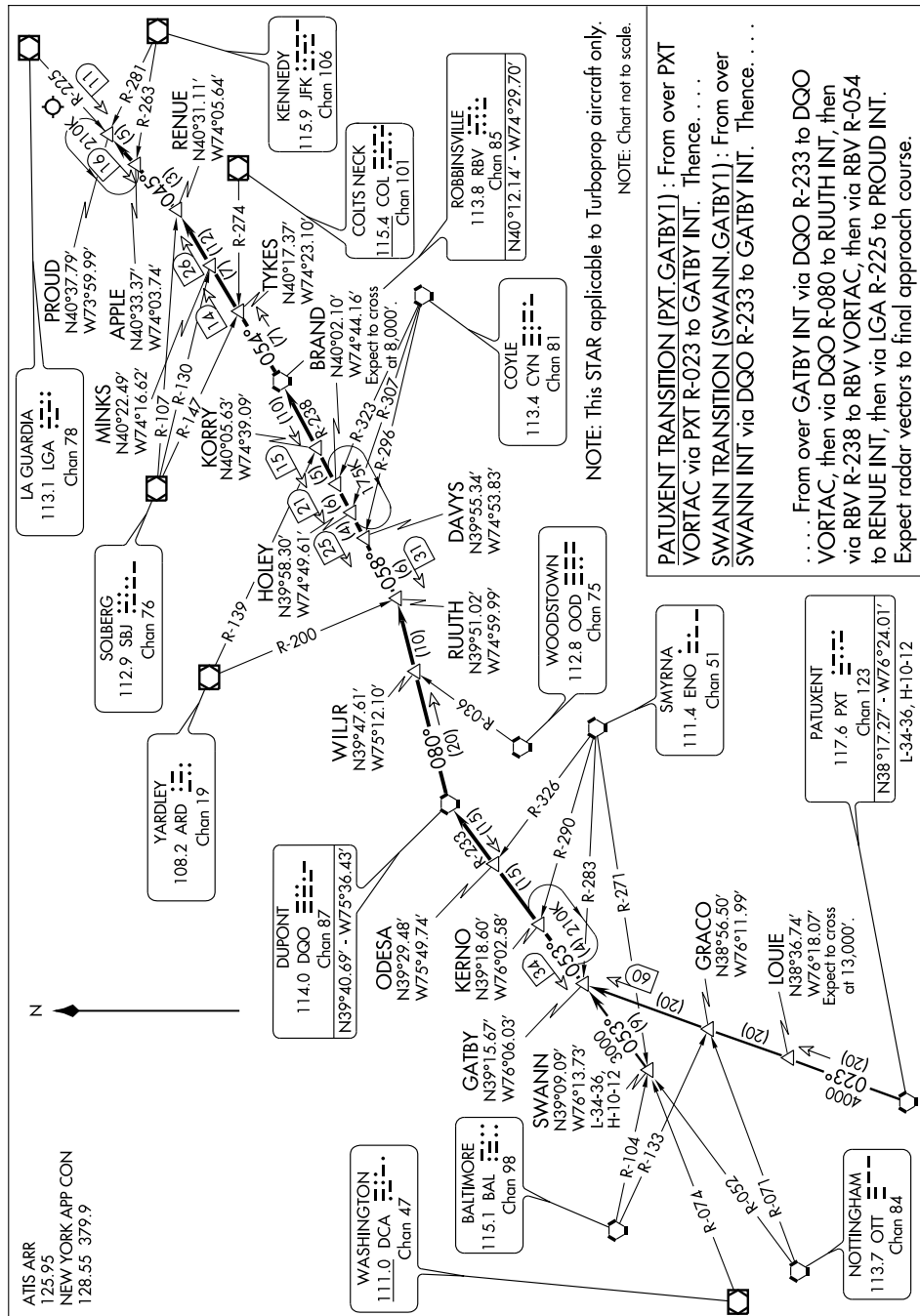
EXPRESSWAY VISUAL RWY 31

40°47'N-73°52'W

NEW YORK, NEW YORK
NEW YORK/LA GUARDIA (LGA)

GATBY ONE ARRIVAL

NE-2, 23 SEP 2010 to 21 OCT 2010



NE-2, 23 SEP 2010 to 21 OCT 2010

GATBY ONE ARRIVAL

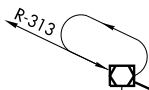
HAARP ONE ARRIVAL

NEW YORK, NEW YORK

NEW YORK APP CON
120.8 263.0
ATIS ARR
125.95

CYPER
N42°06.54'
W74°16.43'
Turbojet aircraft
expect to cross
at FL 180.

ALBANY
115.3 ALB
Chan 100
N42°44.84'
W73°48.19'
L-32-33-34, H-10-11-12



ROCKDALE
112.6 RKA
Chan 73
N42°27.98'-W75°14.35'
L-33-34, H-10-11-12

TRESA
N41°52.83'
W73°49.11'

STOTT
N42°15.17'
W73°42.00'

CHESTER
115.1 CTR
Chan 98

PAWLING
114.3 PWL
Chan 90
N41°46.19'
W73°36.03'

HUGUENOT
116.1 HUO
Chan 108

KINGSTON
117.6 IGN
Chan 123
N41°39.93'
W73°49.33'

BRADLEY
109.0 BDL
Chan 27
N41°56.46'
W72°41.31'
L-33-34, H-10-11-12

LA GUARDIA
113.1 LGA
Chan 78
N40°47.02'-W73°52.12'

VALRE
N41°26.12'
W73°52.90'

CRALY
N41°04.63'
W73°37.56'

HAARP
N41°06.98'
W73°35.61'

DEER PARK
117.7 DPK
Chan 124

NOTE: RADAR required.

NOTE: STAR applicable to turbojet aircraft and turboprop aircraft operating at greater than 250 KIAS.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.HAARP1): From over ALB VORTAC via PWL R-003 to PWL VOR/DME, then via PWL R-250 and IGN R-070 to IGN VOR/DME, then via IGN R-203 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . .

BRADLEY TRANSITION (BDL.HAARP1): From over BDL VORTAC via BDL R-255 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . .

ROCKDALE TRANSITION (RKA.HAARP1): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . .

. . . From over HAARP INT via LGA R-044 to CRALY INT, then via LGA R-044 to LGA VOR/DME. Expect radar vectors to final approach course.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| CITY/AIRPORT | HOT SPOT | DESCRIPTION* |
|--------------------|----------|--|
| CALDWELL, NJ | | |
| ESSEX COUNTY (CDW) | HS 1 | Twy N and Twy P close proximity to Rwy 28. |
| NEW YORK, NY | | |
| LA GUARDIA (LGA) | HS 1 | Int of rws and Twy G, Twy P, Twy R, Twy S. |
| | HS 2 | Exiting Rwy 04 at Twy Q. |
| ROCHESTER, NY | | |
| GREATER ROCHESTER | | |
| INTL (ROC) | HS 1 | Adjacent thresholds. |
| | HS 2 | Rwy int. |

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

| | | | |
|---------------------------|------------------------|-----------------------------|---------------------------------------|
| LOC I-LGA 110.5 | APP CRS 044° | Rwy Idg TDZE Apt Elev | 7001 21 21 |
|---------------------------|------------------------|-----------------------------|---------------------------------------|

ILS or LOC RWY 4

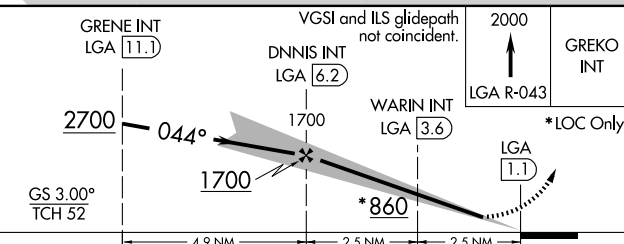
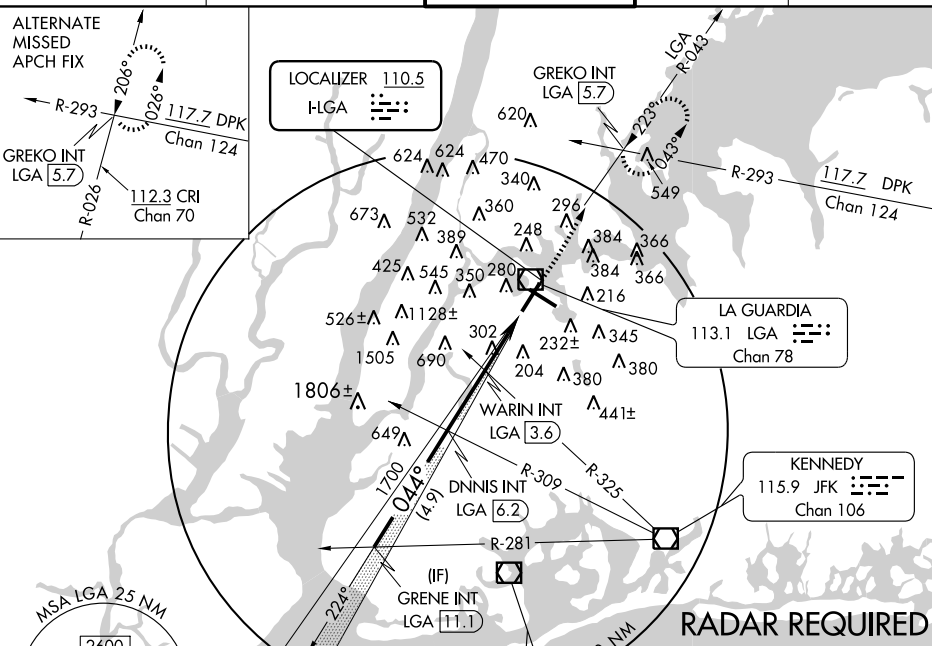
NEW YORK/LA GUARDIA (LGA)

⚠ When VGSI inoperative, Straight-in/Circling Rwy 4 procedure NA at night. Visibility reduction by helicopters NA. For inoperative MALSR, increase S-LOC 4 Cats A/B visibility to RVR 5000.

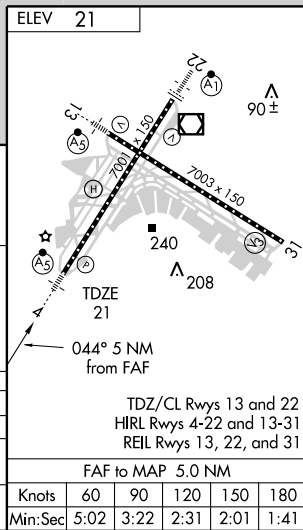
MALSR
(A5)

MISSED APPROACH: Climb to 2000 via LGA VOR/DME R-043 to GREKO INT/LGA 5.7 DME and hold.

| | | | | | |
|----------------------|--------------------------------|--|--|-------------------------------|--------------------------|
| ATIS ARR ATIS DEP | 125.95 127.05 | NEW YORK APP CON 120.8 263.0 | LA GUARDIA TOWER 118.7 263.0 | GND CON 121.7 263.0 | CLNC DEL 135.2 |
|----------------------|--------------------------------|--|--|-------------------------------|--------------------------|



| CATEGORY | A | B | C | D |
|----------|--------------------|---------------------|---------------------|---|
| S-ILS 4 | 305/40 284 (300-¾) | | | |
| S-LOC 4 | 560/40 539 (600-¾) | 560/50 539 (600-1) | 560/60 539 (600-1¼) | |
| CIRCLING | 640-1 619 (700-1) | 640-1¾ 619 (700-1¾) | 700-2¼ 679 (700-2¼) | |



| | | |
|--|------------------------|---|
| LOC/DME I-GDI <u>108.5</u> Chan 22 | APP CRS 134° | Rwy Idg 7003 TDZE 13 Apt Elev 22 |
|--|------------------------|---|

ILS or LOC RWY 13
NEW YORK/LA GUARDIA (LGA)

T DME or RADAR required.
****** RVR 1800 authorized with the use of FD or AP or HUD to DA.
A

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/INT and hold.

| | |
|----------|--------|
| ATIS ARR | 125.95 |
| ATIS DEP | 127.05 |

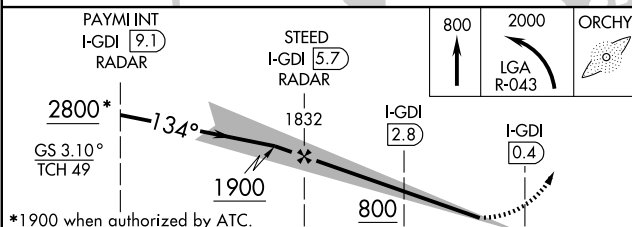
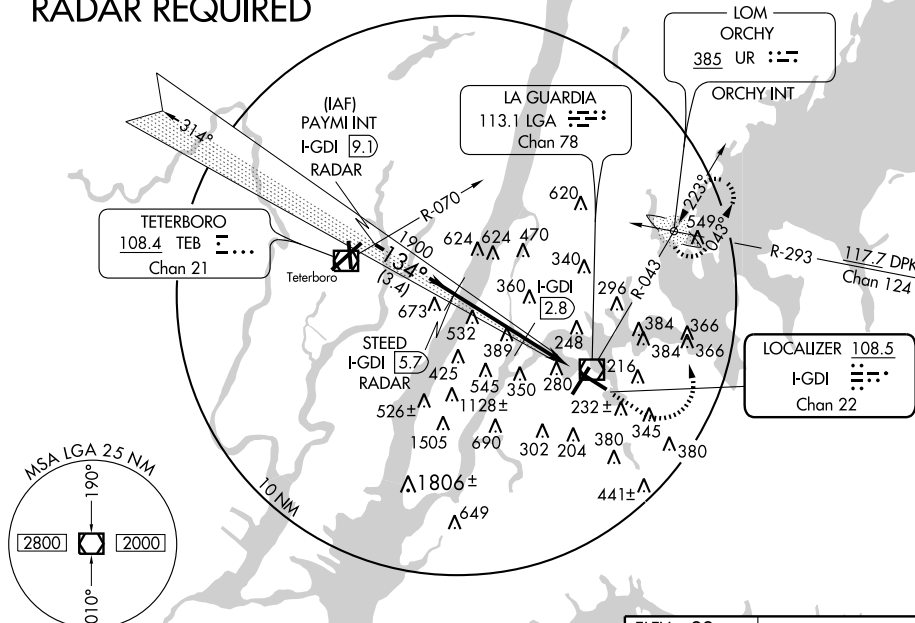
NEW YORK APP CON
120.8 263.0

LA GUARDIA TOWER
118.7 263.0

GND CON
121.7 263.0

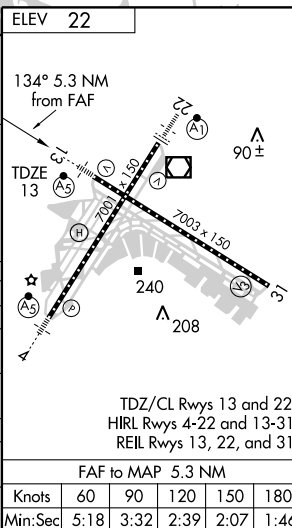
CLNC DEL
135.2

RADAR REQUIRED



*1900 when authorized by ATC.

| | | | | | |
|--------------|-----------------------|------------------------|------------------------|------------------------|--|
| | 3.4 NM | | 2.9 NM | 2.4 NM | |
| CATEGORY | A | B | C | D | |
| S-ILS 13 | **213/24 | | 200 (200-½) | | |
| S-LOC 13 | 800/24 787 (800-½) | 800/40 787 (800-¾) | 800-1¼ 787 (800-1¾) | 800-2 787 (800-2) | |
| CIRCLING | 800-1 778 (800-1) | 800-1¼ 778 (800-1¼) | 800-2¼ 778 (800-2¼) | 800-2½ 778 (800-2½) | |
| DME MINIMUMS | | | | | |
| S-LOC 13 | 500/24 | 487 (500-½) | 500/40 487 (500-¾) | 500/50 487 (500-1) | |
| CIRCLING | 580-1 558 (600-1) | 600-1 578 (600-1) | 620-1½ 598 (600-1½) | 700-2¼ 678 (700-2¼) | |



NEW YORK, NEW YORK

Orig-C 10266

40°47'N - 73°52'W

NEW YORK/LA GUARDIA (LGA)

ILS or LOC RWY 13

NE-2. 23 SEP 2010 to 21 OCT 2010

| | | | |
|---------------------|-------------|----------|-------------|
| LOC I-URD | APP CRS | Rwy Idg | 7001 |
| <u>110.5</u> | 224° | TDZE | 14 |
| | | Apt Elev | 22 |

ILS or LOC RWY 22
NEW YORK/LA GUARDIA (LGA)



ALSF-1



MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD INT/LGA 11 DME and hold.

| | |
|----------|---------------|
| ATIS ARR | 125.95 |
| ATIS DEP | 127.05 |

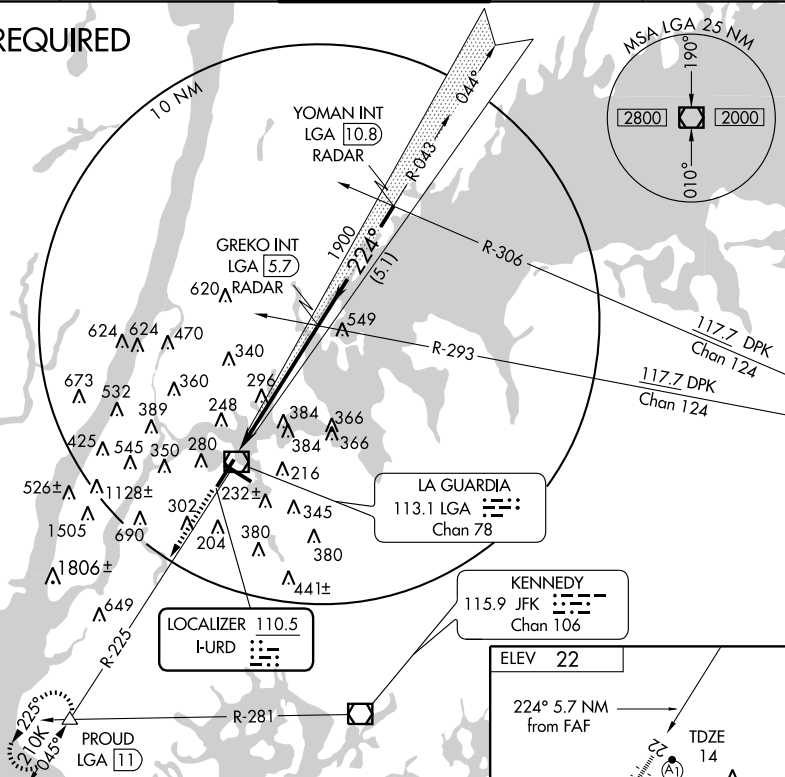
NEW YORK APP CON
120.8 263.0

LA GUARDIA TOWER
118.7 263.0

GND CON
121.7 263.0

CLNC DEL
135.2

RADAR REQUIRED



| | |
|------------------------|----------------|
| 2700 ↑ LGA R-225 | PROUD △ |
|------------------------|----------------|

GREKO INT
LGA 5.7

YOMAN INT
LGA 10.8

00

GS 3.00°
TCH 52

| CATEGORY | A | B | C | D |
|----------|--------------------|------------------------|--------------------------|---|
| S-ILS 22 | 214/18 200 (200-½) | | | |
| S-LOC 22 | 620/24 606 (600-½) | 620/60 606 (600-1¼) | 620-1½ 606 (600-1½) | |
| CIRCLING | 620-1 598 (600-1) | 620-1¼ 598 (600-1¾) | 700-2 ¼ 678 (700-2 ¼) | |

ELEV 22

224° 5.7 NM

from FA

13



5  P



E4

| | |
|-------|----|
| Knots | 60 |
|-------|----|

| | |
|---------|-----|
| min:Sec | 5:4 |
|---------|-----|

NEW YORK, NEW YORK
Amdt 19B 10266

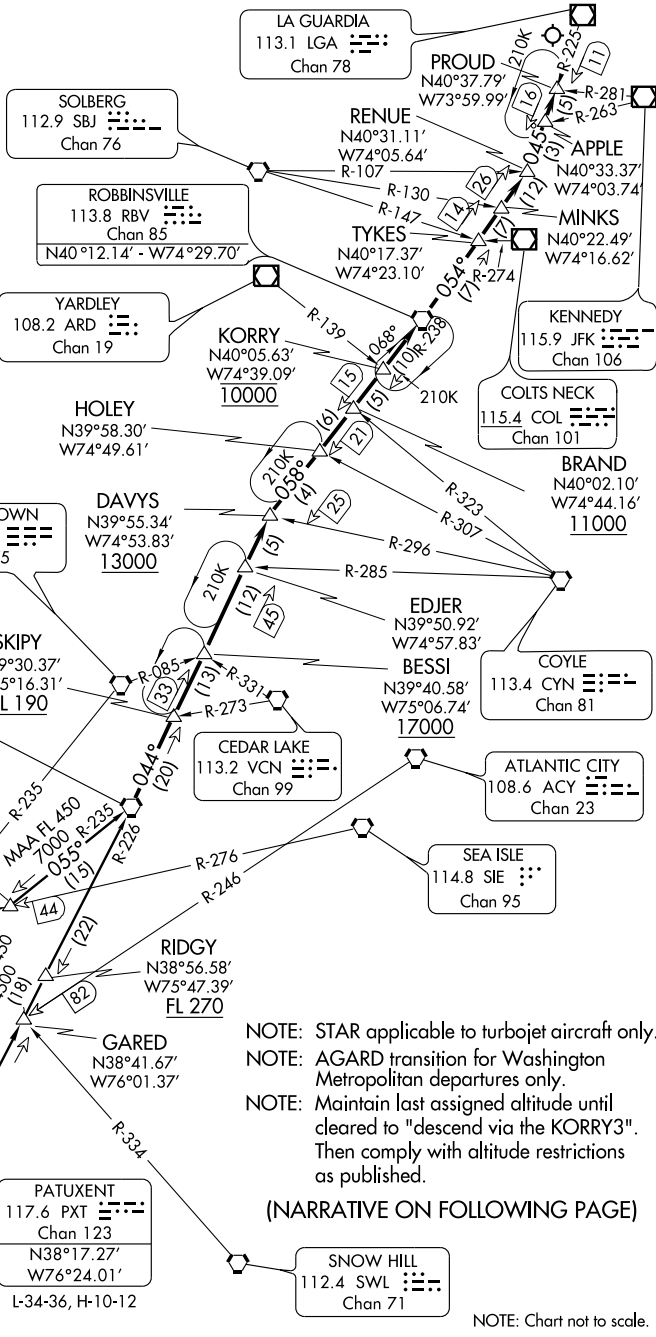
40°47'N - 73°52'W

NEW YORK/LA GUARDIA (LGA)
ILS or LOC RWY 22

NE-2. 23 SEP 2010 to 21 OCT 2010

KORRY THREE ARRIVAL

LA GUARDIA ATIS ARR
125.95
NEW YORK APP CON
127.3 263.0
WASHINGTON CENTER
125.45



NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

KORRY THREE ARRIVAL (ENO.KORRY3)

NEW YORK, NEW YORK

ARRIVAL ROUTE DESCRIPTION

AGARD TRANSITION (AGARD.KORRY3): From over AGARD INT via SIE R-276 and ENO R-235 to ENO VORTAC. Thence

GORDONSVILLE TRANSITION (GVE.KORRY3): From over GVE VORTAC via GVE R-091 and PXT R-238 to PXT VORTAC, then via PXT R-046 and ENO R-226 to ENO VORTAC. Thence

PATUXENT TRANSITION (PXT.KORRY3): From over PXT VORTAC via PXT R-046 and ENO R-226 to ENO VORTAC. Thence

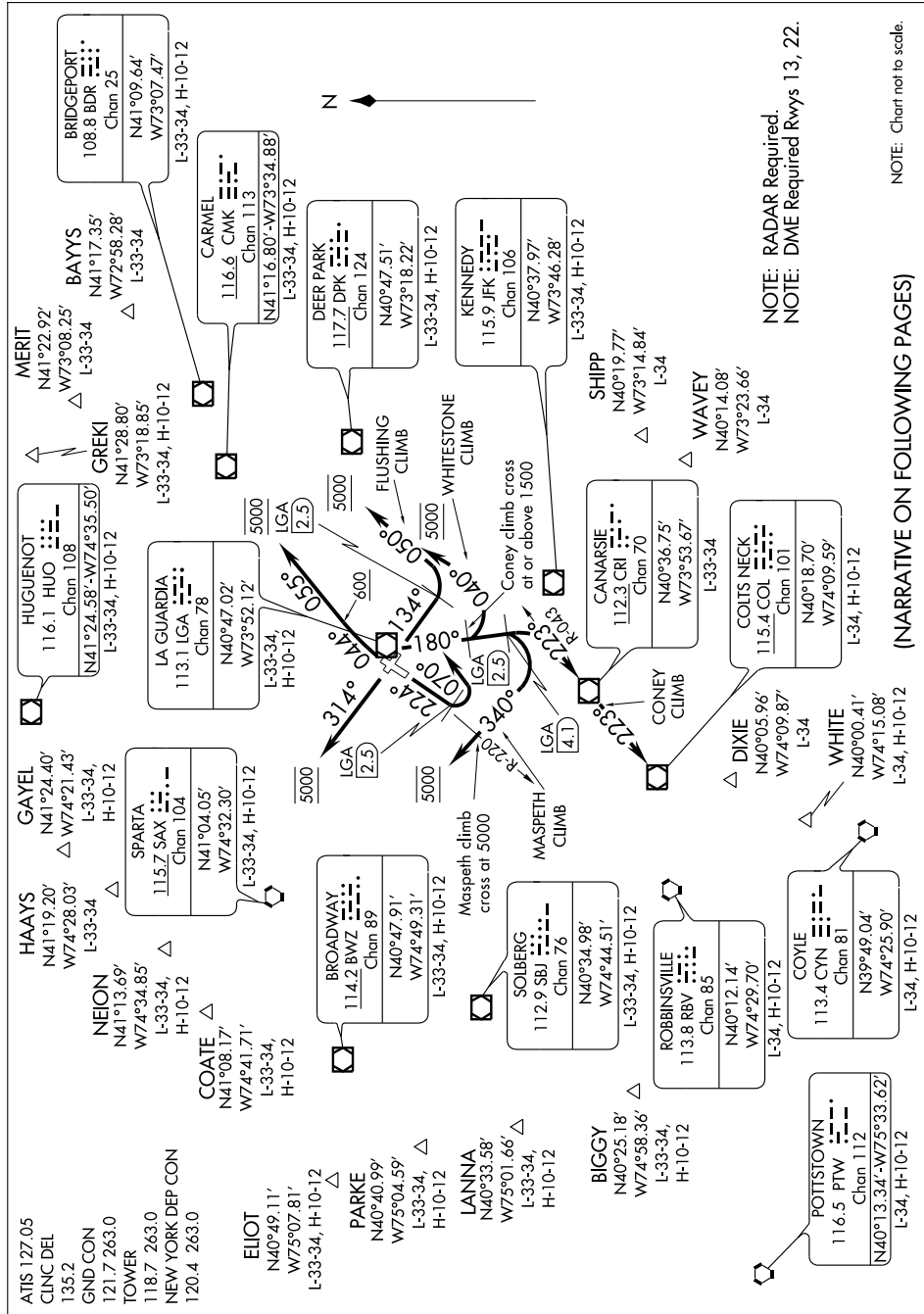
. . . . From over ENO VORTAC via ENO R-044 to DAVYS INT, then via RBV R-238 to RBV VORTAC, then via RBV R-054 to RENUE INT, then via LGA R-225 to PROUD INT. Expect radar vectors to final approach course.

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

LA GUARDIA TWO DEPARTURE

NE-2, 23 SEP 2010 to 21 OCT 2010



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGES)

NE-2. 23 SEP 2010 to 21 OCT 2010

LA GUARDIA TWO DEPARTURE

(LGA2.LGA) 10042

NEW YORK, NEW YORK
NEW YORK/LA GUARDIA (LGA)

LA GUARDIA TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb heading 044° to 600', then right turn heading 055°, maintain 5000', Thence. . . .

TAKE-OFF RUNWAY 13 (Coney Climb: TURBOJET AIRCRAFT ONLY - Minimum ATC climb gradient 900' per NM to 1500', if unable, advise ATC): Climbing right turn heading 180° to intercept CRI R-043, do not exceed 230 knots until intercepting CRI R-043, to CRI VOR/DME then on CRI R-223, cross LGA 2.5 DME at or above 1500', maintain 5000', Thence. . . .

TAKE-OFF RUNWAY 13 (Flushing Climb): Climb heading 134° to LGA 2.5 DME, then left turn heading 050°, maintain 5000', Thence. . . .

TAKE-OFF RUNWAY 13 (Maspeth Climb: TURBOJET AIRCRAFT ONLY - Minimum ATC climb gradient 900' per NM to 1500', if unable, advise ATC.): Climbing right turn heading 180° to LGA 4.1 DME, then right turn heading 340°, cross LGA R-220 at and maintain 5000', Thence. . . .

TAKE-OFF RUNWAY 13 (Whitestone Climb): Climbing right turn heading 180° to LGA 2.5 DME, then left turn heading 040°, do not exceed 210 knots until established on heading 040°, maintain 5000', Thence. . . .

TAKE-OFF RUNWAY 22: Climb heading 224° to LGA 2.5 DME, then left turn heading 070°, maintain 5000', Thence. . . .

TAKE-OFF RUNWAY 31: Climb heading 314° (or as assigned by ATC), maintain 5000', Thence. . . .

. . . via radar vectors to assigned ROUTE/FIX. Expect clearance to filed altitude/flight level 10 minutes after departure.

NOTE: BIGGY, ELIOT, LANNA, and PARKE departures do not exceed 250 knots until reaching 11,000'.

NOTE: BAYYS departures expect vectors to BDR/BDR R-054.

NOTE: COATE departures expect vectors to SAX/SAX R-311.

NOTE: RWY 31 departures expect turn on course leaving 6000'.

NOTE: SHIPP departures expect vectors to JFK/JFK R-139.

NOTE: WAVEY departures expect vectors to JFK/JFK R-156.

NOTE: WHITE departures expect vectors to COL/COL R-204.

NOTE: BIGGY departures expect vectors to SBJ/SBJ R-237.

NOTE: DIXIE departures expect vectors to COL/COL R-192.

NOTE: ELIOT departures expect vectors to SAX R-252.

NOTE: GAYEL departures expect vectors to DPK R-320.

NOTE: GREKI departures expect vectors to CMK R-057.

NOTE: LANNA departures expect vectors to PTW R-059.

NOTE: MERIT departures expect vectors to LGA R-055.

NOTE: NEION departures expect vectors to LGA R-322.

NOTE: PARKE departures expect vectors to BWZ/BWZ R-250.

NOTE: HAAYS departures expect vectors to HUO.

(CONTINUED ON FOLLOWING PAGE)



(CONTINUED)

TAKE-OFF OBSTACLES

- Rwy 4: Bridge 2.1 NM from DER, 3754' right of centerline, 345' AGL/384' MSL.
Bush and Terrain beginning 99' from DER, 114' left of centerline, up to 16' AGL/33' MSL.
- Rwy 13: Numerous buildings beginning 1.9 NM from DER, 741' right of centerline, up to 280' AGL/345' MSL.
Multiple buildings, Stacks, Bush and Fence Lights beginning 98' from DER, 168' left of centerline, up to 211' AGL/271' MSL.
Localizer 392' from DER, on centerline, 10' AGL/19' MSL.
- Rwy 22: Multiple Trees, Buildings and Blast Fence beginning 109' from DER, 138' right of centerline, up to 222' AGL/302' MSL.
Multiple Trees and Buildings beginning 165' from DER, 150' left of centerline, up to 72' AGL/102' MSL.
- Rwy 31: Stack 1.3 NM from DER, 2014' left of centerline, 250' AGL/268' MSL.

TAKE-OFF MINIMUMS:

- Rwy 4: 400-2½ or STANDARD with minimum climb of 230' per NM to 600.
- Rwy 13: 400-2¼ or STANDARD with minimum climb of 280' per NM to 500.
- Rwy 22: 300-2¼ or STANDARD with minimum climb of 210' per NM to 400.
- Rwy 31: 300-1½ or STANDARD with minimum climb of 260' per NM to 400.

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

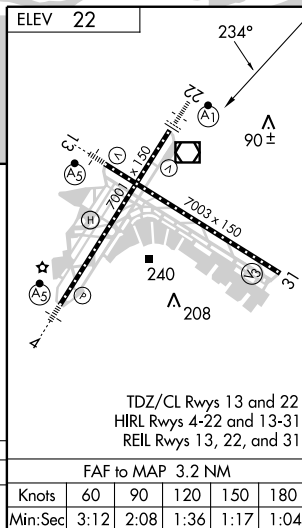
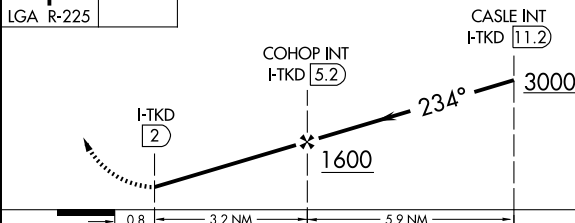
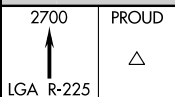
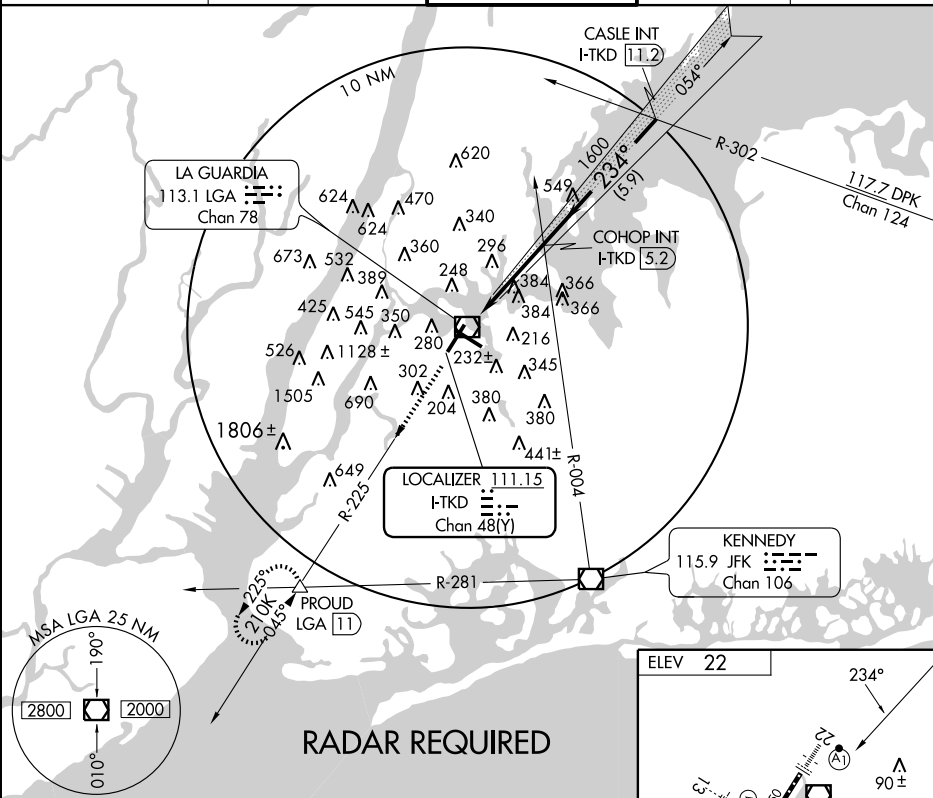
Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

| CITY/AIRPORT | LDG RWY | HOLD-SHORT POINT | MEASURED DISTANCE |
|------------------------------|---------|------------------|-------------------|
| ALBANY, NY | | | |
| ALBANY INTL (ALB) | 01 | 10-28 | 4,150 feet |
| | 28 | 01-19 | 3,750 feet |
| ATLANTIC CITY, NJ | | | |
| ATLANTIC CITY INTL (ACY) | 04 | 13-31 | 3,550 feet |
| | 13 | 04-22 | 3,600 feet |
| | 31 | 04-22 | 5,750 feet |
| ELMIRA, NY | | | |
| ELMIRA/CORNING RGNL (ELM) | 24 | 10-28 | 4,750 feet |
| | 28 | 06-24 | 3,050 feet |
| FARMINGDALE, NY | | | |
| REPUBLIC (FRG) | 32 | 01-19 | 3,650 feet |
| ISLIP, NY | | | |
| LONG ISLAND MAC ARTHUR (ISP) | 06 | 15R-33L | 4,200 feet |
| | 10 | 15R-33L | 3,000 feet |
| | 15R | 10-28 | 4,600 feet |
| | 24 | 10-28 | 4,600 feet |
| | 28 | 06-24 | 4,500 feet |
| NEW YORK, NY | | | |
| LA GUARDIA (LGA) | 04 | 13-31 | 4,600 feet |
| | 31 | 04-22 | 5,500 feet |
| NEWARK, NJ | | | |
| NEWARK LIBERTY INTL (EWR) | 11 | 04R-22L | 5,700 feet |
| | 04L | 11-29 | 7,750 feet |
| | 04R | 11-29 | 8,100 feet |
| POUGHKEEPSIE, NY | | | |
| DUTCHESS COUNTY (POU) | 06 | 15-33 | 3,150 feet |
| SYRACUSE, NY | | | |
| SYRACUSE HANCOCK INTL (SYR) | 10 | 15-33 | 7,700 feet |
| | 15 | 10-28 | 6,000 feet |
| TETERBORO, NJ | | | |
| TETERBORO (TEB) | 01 | 06-24 | 4,550 feet |
| | 06 | 01-19 | 3,750 feet |
| WHITE PLAINS, NY | | | |
| WESTCHESTER COUNTY (HPN) | 11 | 16-34 | 2,500 feet |
| | 16 | 11-29 | 4,000 feet |

| | | | |
|--|------------------------|-----------------------------|-------------------------|
| LOC/DME I-TKD 111.15 Chan 48 (Y) | APP CRS 234° | Rwy Idg TDZE Apt Elev | N/A N/A 22 |
|--|------------------------|-----------------------------|-------------------------|

LDA-A
NEW YORK/LA GUARDIA (LGA)

| | | | | |
|--|--|---|-------------------------------|--------------------------|
| V A | | MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD INT and hold. | | |
| ATIS ARR 125.95 ATIS DEP 127.05 | NEW YORK APP CON 120.8 263.0 | LA GUARDIA TOWER 118.7 263.0 | GND CON 121.7 263.0 | CLNC DEL 135.2 |



| CATEGORY | A | B | C | D |
|----------|-------|-------------|------------------------------|------------------------------|
| CIRCLING | 640-1 | 618 (700-1) | 640-1 3/4 618 (700-1 3/4) | 700-2 1/4 678 (700-2 1/4) |

| | | | |
|---|------------------------|-----------------------------|--------------------------------------|
| LOC/DME I-PZV 108.5 Chan 22 | APP CRS 316° | Rwy Idg TDZE Apt Elev | 7003 8 22 |
|---|------------------------|-----------------------------|--------------------------------------|

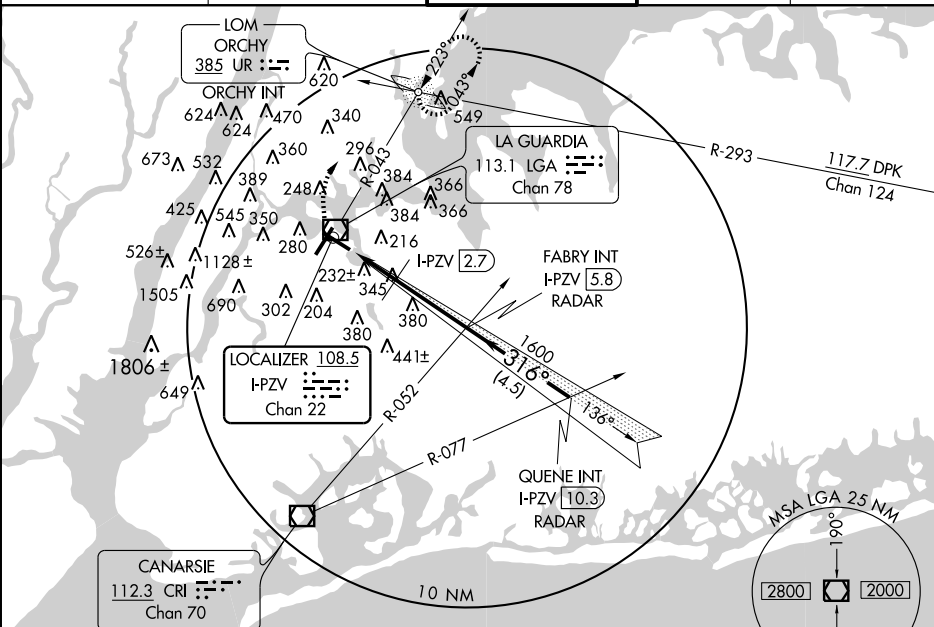
LOC RWY 31

NEW YORK/LA GUARDIA (LGA)

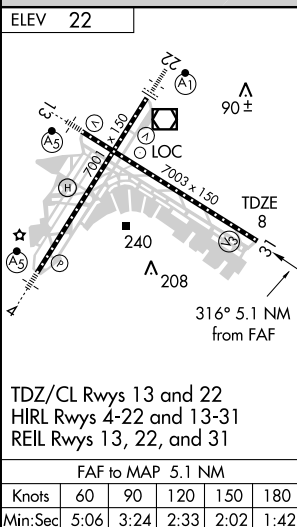


MISSED APPROACH: Climbing right turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/INT and hold.

| | | | | | |
|----------------------|--------------------------------|--|--|-------------------------------|--------------------------|
| ATIS ARR ATIS DEP | 125.95 127.05 | NEW YORK APP CON 120.8 263.0 | LA GUARDIA TOWER 118.7 263.0 | GND CON 121.7 263.0 | CLNC DEL 135.2 |
|----------------------|--------------------------------|--|--|-------------------------------|--------------------------|



RADAR REQUIRED



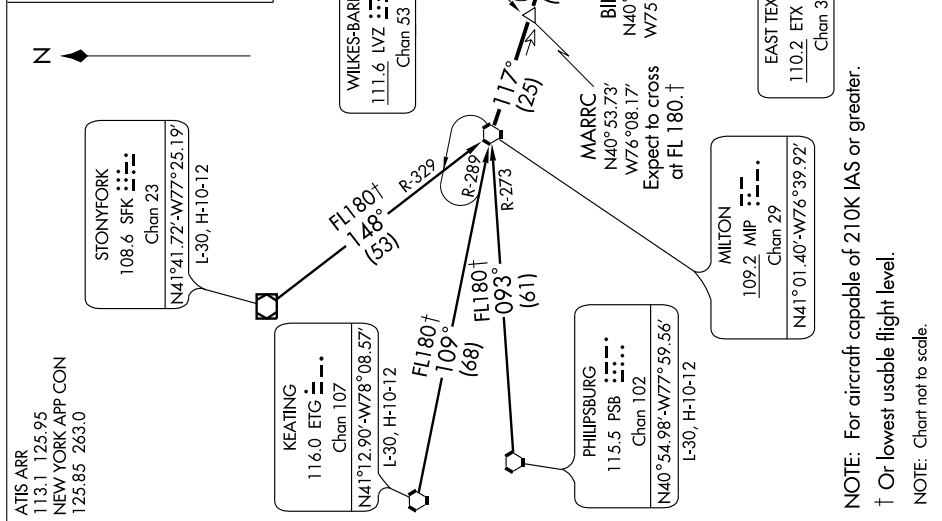
| | | | | |
|--------------|--------------------|-----------|------------------------|-------------------------|
| | 2000 LGA R-043 | ORCHY | FABRY INT I-PZV 5.8 | QUENE INT I-PZV 10.3 |
| | | | | |
| | I-PZV 0.8 | I-PZV 2.7 | 316° 1600 | 316° 1600 |
| | 2 NM | 3.1 NM | 4.5 NM | |
| CATEGORY | A | B | C | D |
| S-31 | 640/50 632 (700-1) | | 640-1¾ 632 (700-1¾) | 640-2 632 (700-2) |
| CIRCLING | 640-1 618 (700-1) | | 640-1¾ 618 (700-1¾) | 700-2 ¼ 678 (700-2¼) |
| DME MINIMUMS | | | | |
| S-31 | 600/50 592 (600-1) | | 600-1½ 592 (600-1½) | 600-1¾ 592 (600-1¾) |
| CIRCLING | 600-1 578 (600-1) | | 620-1½ 598 (600-1½) | 700-2 ¼ 678 (700-2¼) |

MILTON THREE ARRIVAL

NE-2, 23 SEP 2010 to 21 OCT 2010

KEATING TRANSITION (ETG.MIP3)
PHILPSBURG TRANSITION (PSB.MIP3)
STONYFORK TRANSITION (SFK.MIP3)

From over MIP VORTAC via MIP R-117 and FIC R-298 to FIC VORTAC, then via SBJ R-295 to LIZZI INT, then via RBV VORTAC R-323 to BEUTY INT, then via COL VOR/DME R-303 to HARLM INT and DREMS INT, then via JFK VOR/DME R-263 to APPLE INT, then via LGA VOR/DME R-225 to PROUD INT.
 Expect radar vectors to final approach course.



MILTON THREE ARRIVAL

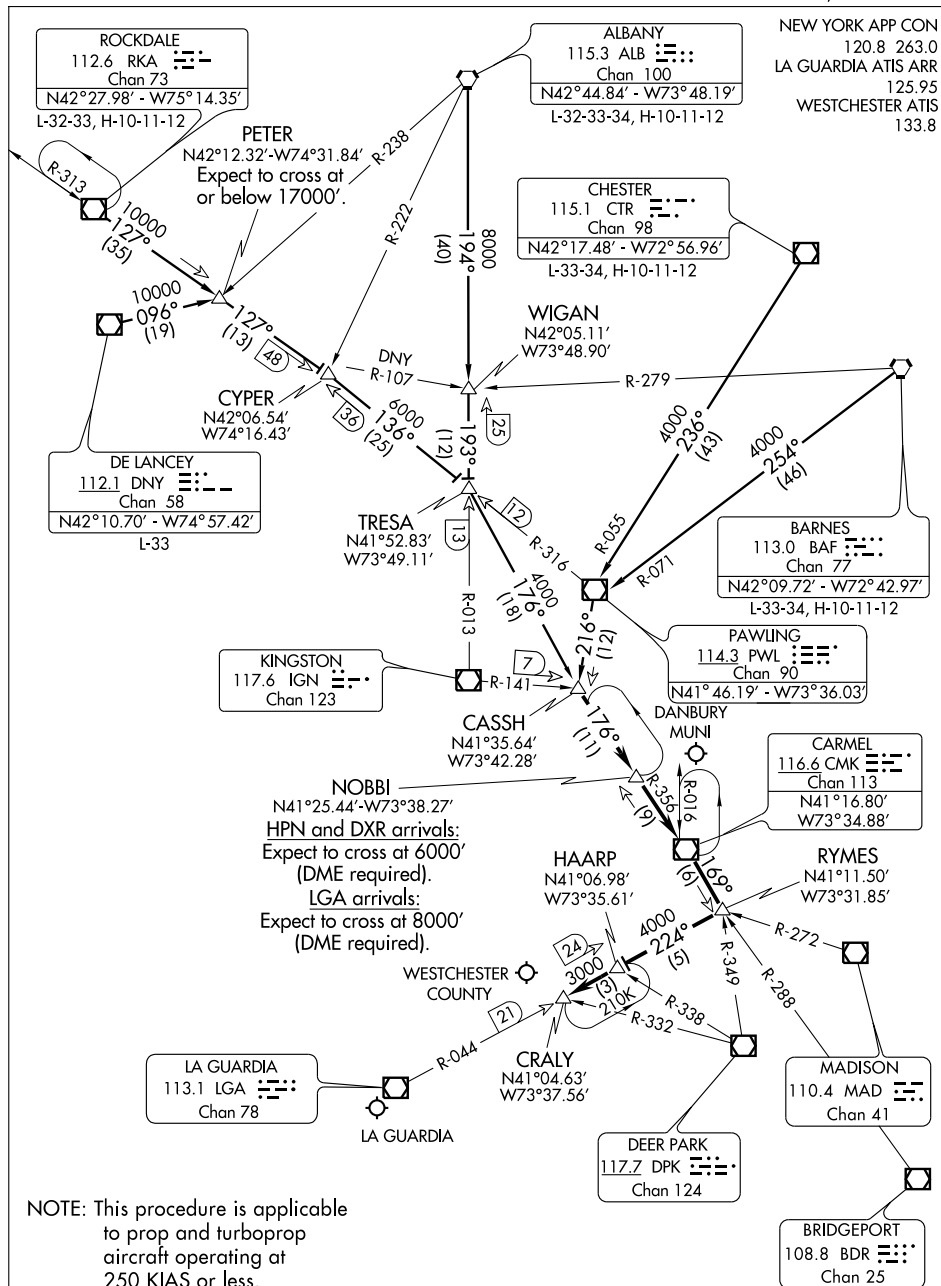
(MIP.MIP3) 09295

NEW YORK, NEW YORK
LA GUARDIA

NE-2, 23 SEP 2010 to 21 OCT 2010

NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK



(NARRATIVE ON FOLLOWING PAGE)

NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.NOBB15): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

BARNES TRANSITION (BAF.NOBB15): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

CHESTER TRANSITION (CTR.NOBB15): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

DE LANCEY TRANSITION (DNY.NOBB15): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

ROCKDALE TRANSITION (RKA.NOBB15): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

NTHNS ONE DEPARTURE (RNAV)

ATIS
127.05
CLINC DEL
135.2
GND CON
121.7 263.0
TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Mandatory crossing altitudes established to de-conflict adjacent JFK operations. Hot day and heavy gross weight configurations may require use of reduced airspeeds to ensure compliance with crossing restrictions. Advise ATC if unable to comply with climb gradient requirements.
NOTE: WAVEY/SHIPP departures can expect vectors on course prior to CRI VOR/DME.

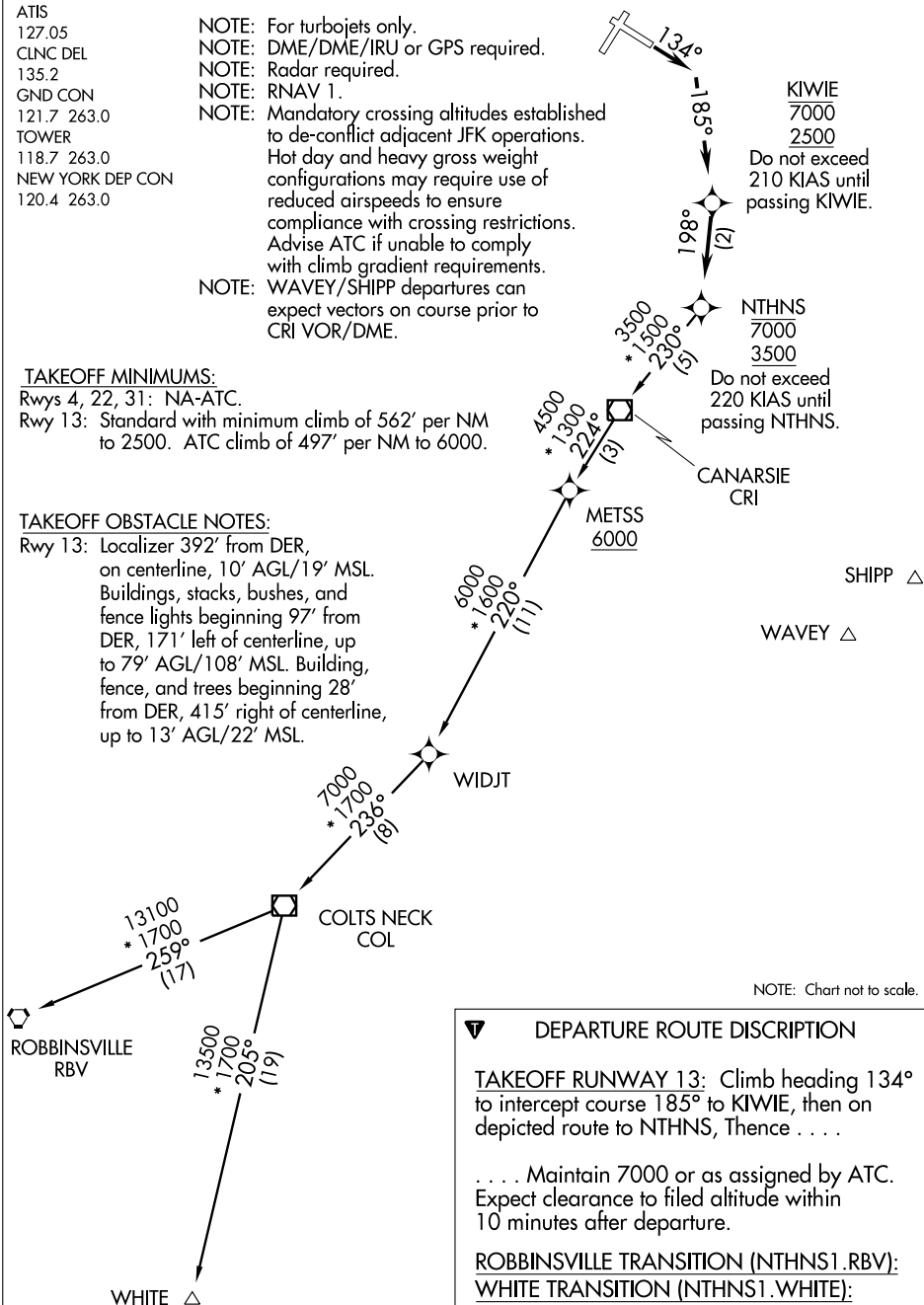
TAKEOFF MINIMUMS:

Rwys 4, 22, 31: NA-ATC.

Rwy 13: Standard with minimum climb of 562' per NM to 2500. ATC climb of 497' per NM to 6000.

TAKEOFF OBSTACLE NOTES:

Rwy 13: Localizer 392' from DER, on centerline, 10' AGL/19' MSL. Buildings, stacks, bushes, and fence lights beginning 97' from DER, 171' left of centerline, up to 79' AGL/108' MSL. Building, fence, and trees beginning 28' from DER, 415' right of centerline, up to 13' AGL/22' MSL.



NOTE: Chart not to scale.



DEPARTURE ROUTE DISCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 185° to KIWIE, then on depicted route to NTHNS, Thence . . .

. . . Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

ROBBINSVILLE TRANSITION (NTHNS1.RBV):
WHITE TRANSITION (NTHNS1.WHITE):

RIVER VISUAL RWY 13

AL-289 (FAA)

NEW YORK/LA GUARDIA (LGA)
NEW YORK, NEW YORK

ATIS ARR 125.95
 ATIS 127.05
 NEW YORK APP CON
 120.8 263.0
 LA GUARDIA TOWER
 118.7 263.0
 GND CON
 121.7 263.0
 CLNC DEL
 135.2

Maintain 2000 or above
 as long as possible



STATUE
OF
LIBERTY

1806 ±

RADAR REQUIRED

Weather minimums 3200 feet ceiling
 and 5 mile visibility.

Vertical Guidance Navaid
 and Angle:
 VASI 3.0° TCH 48'

| | | | | | | | | | | | | | | | |
|------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| 1 NM | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|

RIVER VISUAL RWY 13

When cleared for a RIVER VISUAL Rwy 13 approach, remain over the Hudson River until starting the turn to final approach north of Central Park. Expect 3500 feet until abeam Central Park (2500 feet when authorized by ATC).

RIVER VISUAL RWY 13

40°47'N-73°52'W

NEW YORK, NEW YORK
NEW YORK/LA GUARDIA (LGA)

| | | |
|------------------------|-----------------------------|---------------------------------------|
| APP CRS 234° | Rwy Idg TDZE Apt Elev | N/A N/A 22 |
|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) -B
NEW YORK/ LA GUARDIA (LGA)

T
A DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2700 direct NOGIY and via 223° track to PROUD and hold.

| | |
|----------|--------|
| ATIS ARR | 125.95 |
| ATIS DEP | 127.05 |

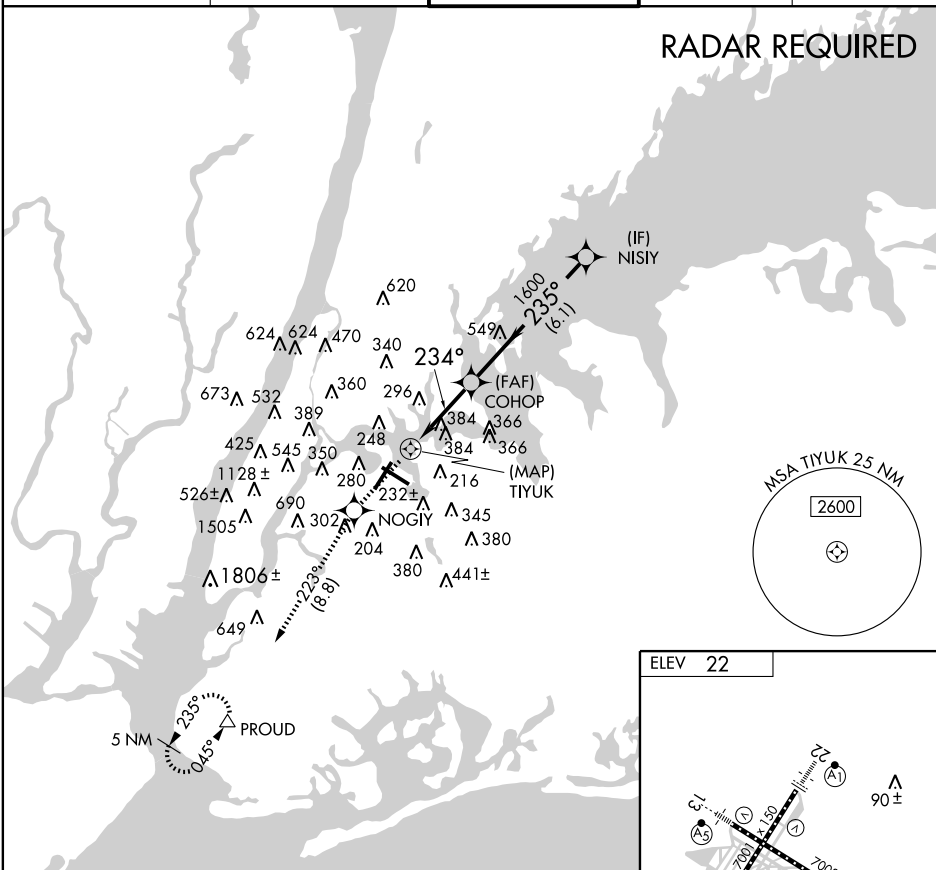
NEW YORK APP CON
120.8 263.0




LA GUARDIA TOWER
118.7 263.0

GND CON
121.7 263.0

CLNC DEL
135.2

RADAR REQUIRED



| | | | |
|---|---|------------|---|
| 2700 | NOGIY | tr 223° | PROUD |
|  |  | |  |

NISIY

223°

SHOP

3000

TIVLIK

600

| CATEGORY | DESCRIPTION | AMOUNT | DATE |
|----------|-------------|--------|------|
| 1 | ... | ... | ... |
| 2 | ... | ... | ... |
| 3 | ... | ... | ... |
| 4 | ... | ... | ... |
| 5 | ... | ... | ... |
| 6 | ... | ... | ... |
| 7 | ... | ... | ... |
| 8 | ... | ... | ... |
| 9 | ... | ... | ... |
| 10 | ... | ... | ... |
| 11 | ... | ... | ... |
| 12 | ... | ... | ... |
| 13 | ... | ... | ... |
| 14 | ... | ... | ... |
| 15 | ... | ... | ... |
| 16 | ... | ... | ... |
| 17 | ... | ... | ... |
| 18 | ... | ... | ... |
| 19 | ... | ... | ... |
| 20 | ... | ... | ... |
| 21 | ... | ... | ... |
| 22 | ... | ... | ... |
| 23 | ... | ... | ... |
| 24 | ... | ... | ... |
| 25 | ... | ... | ... |
| 26 | ... | ... | ... |
| 27 | ... | ... | ... |
| 28 | ... | ... | ... |
| 29 | ... | ... | ... |
| 30 | ... | ... | ... |
| 31 | ... | ... | ... |
| 32 | ... | ... | ... |
| 33 | ... | ... | ... |
| 34 | ... | ... | ... |
| 35 | ... | ... | ... |
| 36 | ... | ... | ... |
| 37 | ... | ... | ... |
| 38 | ... | ... | ... |
| 39 | ... | ... | ... |
| 40 | ... | ... | ... |
| 41 | ... | ... | ... |
| 42 | ... | ... | ... |
| 43 | ... | ... | ... |
| 44 | ... | ... | ... |
| 45 | ... | ... | ... |
| 46 | ... | ... | ... |
| 47 | ... | ... | ... |
| 48 | ... | ... | ... |
| 49 | ... | ... | ... |
| 50 | ... | ... | ... |
| 51 | ... | ... | ... |
| 52 | ... | ... | ... |
| 53 | ... | ... | ... |
| 54 | ... | ... | ... |
| 55 | ... | ... | ... |
| 56 | ... | ... | ... |
| 57 | ... | ... | ... |
| 58 | ... | ... | ... |
| 59 | ... | ... | ... |
| 60 | ... | ... | ... |
| 61 | ... | ... | ... |
| 62 | ... | ... | ... |
| 63 | ... | ... | ... |
| 64 | ... | ... | ... |
| 65 | ... | ... | ... |
| 66 | ... | ... | ... |
| 67 | ... | ... | ... |
| 68 | ... | ... | ... |
| 69 | ... | ... | ... |
| 70 | ... | ... | ... |
| 71 | ... | ... | ... |
| 72 | ... | ... | ... |
| 73 | ... | ... | ... |
| 74 | ... | ... | ... |
| 75 | ... | ... | ... |
| 76 | ... | ... | ... |
| 77 | ... | ... | ... |
| 78 | ... | ... | ... |
| 79 | ... | ... | ... |
| 80 | ... | ... | ... |
| 81 | ... | ... | ... |
| 82 | ... | ... | ... |
| 83 | ... | ... | ... |
| 84 | ... | ... | ... |
| 85 | ... | ... | ... |
| 86 | ... | ... | ... |
| 87 | ... | ... | ... |
| 88 | ... | ... | ... |
| 89 | ... | ... | ... |
| 90 | ... | ... | ... |
| 91 | ... | ... | ... |
| 92 | ... | ... | ... |
| 93 | ... | ... | ... |
| 94 | ... | ... | ... |
| 95 | ... | ... | ... |
| 96 | ... | ... | ... |
| 97 | ... | ... | ... |
| 98 | ... | ... | ... |
| 99 | ... | ... | ... |
| 100 | ... | ... | ... |

| | |
|---|---|
| A | B |
|---|---|

C

D

CIRCLING

640-1 618 (700-1)

640-1³/₄

700-2¼

TDZ/CL Rwy 13 and 22
HIRL Rwy 4-22 and 13-31
REIL Rwy 13, 22, and 31

NEW YORK, NEW YORK

Orig 10266

NEW YORK/ LA GUARDIA (LGA)

RNAV (GPS) -B

40°47'N - 73°52'W

NE-2, 23 SEP 2010 to 21 OCT 2010

| | | | |
|--|------------------------|---|-------------|
| WAAS CH 65618 W13A | APP CRS 134° | Rwy Idg TDZE 13 Apt Elev 22 | 7003 |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 13

NEW YORK/ LA GUARDIA (LGA)



For inoperative MALS, increase
LPV visibility to RVR 4000 all Cats.
Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 2000 direct ALBRE
and via 097° track to CEZSO and via 043° track
to SINEE and left turn via 313° track to ZOMAS
and via 223° track to GREKO and hold.

ATIS ARR **125.95**

NEW YORK APP CON

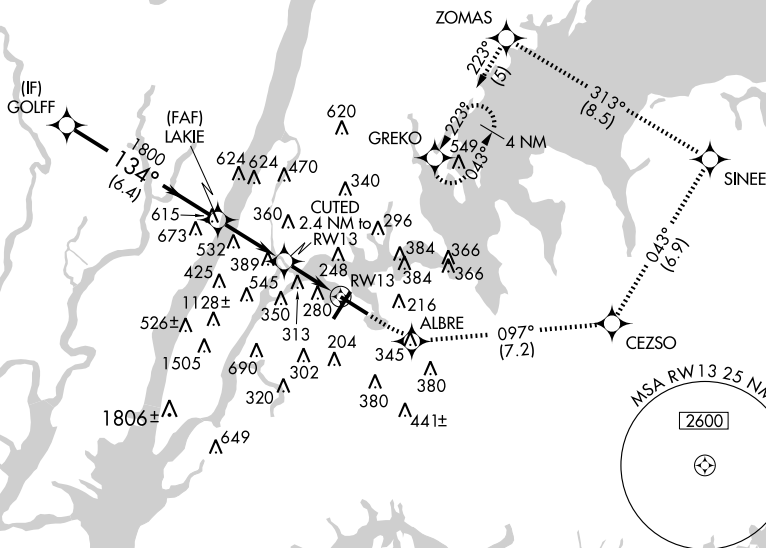
LA GUARDIA TOWER

GND CON

CLNC DEL

ATIS DEP **127.05****120.8 263.0****118.7 263.0****121.7 263.0****135.2**

RADAR REQUIRED

ELEV **22**

2000

ALBRE

tr

097°

CEZSO

GOLFF

2800

GS 3.10°
TCH 49

LAKIE

CUTED
2.4 NM to
RW13

* LNAV only.

1800

840

* 1.6 NM to
RW13

6.4 NM

2.8 NM

0.8 NM

1.6

CATEGORY

A

B

C

D

LPV DA

263/24 250 (300-½)

LNAV/
VNAV DA

679-1 ¾ 666 (700-1 ¾)

LNAV MDA

580/24 567 (600-½)

580/50
567 (600-1)580/60
567 (600-1 ¼)

CIRCLING

680-2 ¼ 658 (700-2 ¼)

700-2 ¼
678 (700-2 ¼)134° to
RW13TDZE
13

130

7003 x 1.50

240

208

90°

31

TDZ/CL Rwy 13 and 22
HIRL Rwy 4-22 and 13-31
REIL Rwy 13, 22, and 31

| | | |
|------------------------|-----------------------------|--------------------------------------|
| APP CRS 314° | Rwy ldg TDZE Apt Elev | 7003 8 22 |
|------------------------|-----------------------------|--------------------------------------|

RNAV (GPS) RWY 31

NEW YORK/ LA GUARDIA (LGA)



DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn
to 2000 direct GREKO and hold.

ATIS ARR **125.95**
ATIS DEP **127.05**

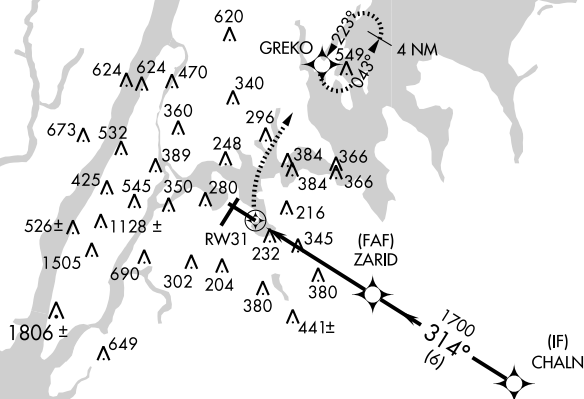
NEW YORK APP CON
120.8 263.0

LA GUARDIA TOWER
118.7 263.0

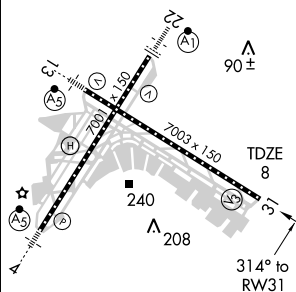
GND CON
121.7 263.0

CLNC DEL
135.2

RADAR REQUIRED



ELEV 22



TDZ/CL Rwy 13 and 22
HIRL Rwy 4-22 and 13-31
REIL Rwy 13, 22, and 31

| | | | | | |
|----------|--------|---|------------------------------|------------------------------|--|
| 2000 | GREKO | VGSJ and descent angles not coincident. | | | |
| | | ZARID | CHALN | 2000 | |
| | | 2 NM to RWY 31 | 1700 | | |
| | | 2 NM | 3 NM | 6 NM | |
| CATEGORY | A | B | C | D | |
| LNAV MDA | 640/50 | 632 (700-1) | 640-1 3/4 632 (700-1 3/4) | 640-2 632 (700-2) | |
| CIRCLING | 640-1 | 618 (700-1) | 640-1 3/4 618 (700-1 3/4) | 700-2 1/4 678 (700-2 1/4) | |

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 60918 W04A | APP CRS 044° | Rwy Idg TDZE Apt Elev | 7001 21 21 |
|--|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) Y RWY 4

NEW YORK/ LA GUARDIA (LGA)

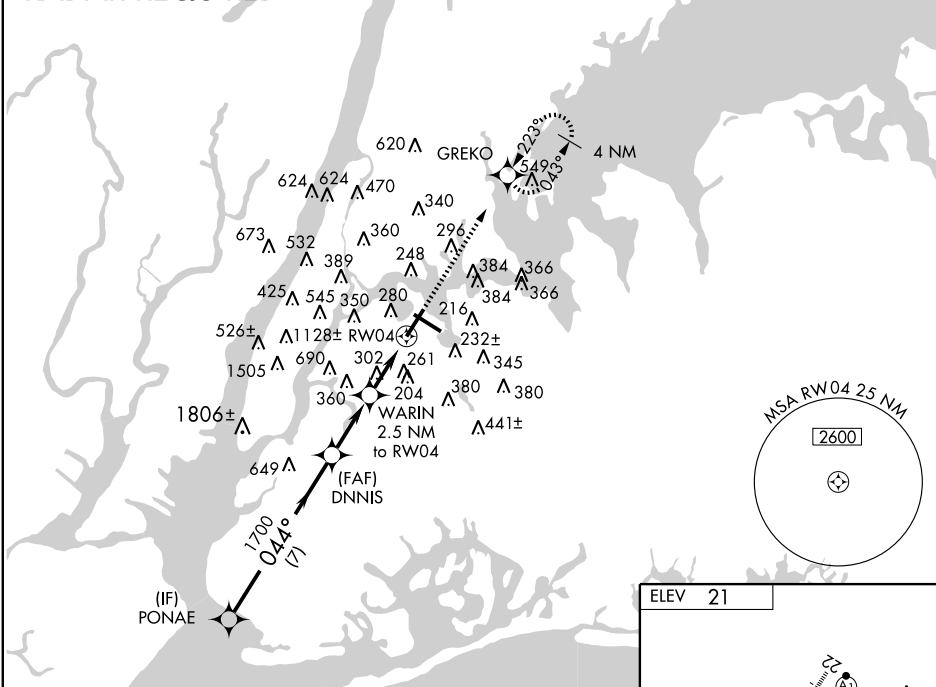
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Inoperative table does not apply to LPV all Cats and LNAV Cats A and B. When VGSI inoperative, Straight-in/Circling Rwy 4 procedure NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 2000 direct GREKO and hold.

| | | | | | | | | | |
|----------|---------------|--------------------|--|--------------------|--|--------------------|--|--------------|--|
| ATIS ARR | 125.95 | NEW YORK APP CON | | LA GUARDIA TOWER | | GND CON | | CLNC DEL | |
| ATIS DEP | 127.05 | 120.8 263.0 | | 118.7 263.0 | | 121.7 263.0 | | 135.2 | |

RADAR REQUIRED



ELEV 21

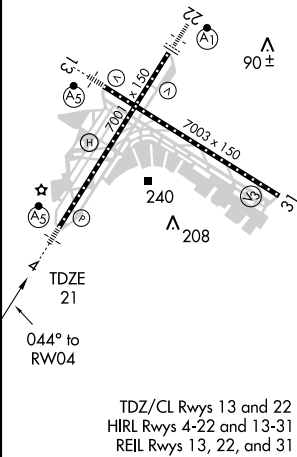
VGSI and RNAV glidepath
not coincident.

2000

GREKO

*LNAV only.

| | | | |
|----------------------|---------------------|---|---|
| PONA E | | | |
| 3000 | | | |
| 044° | | | |
| DNNIS | | | |
| WARIN 2.5 NM to RW04 | | | |
| RW04 | | | |
| *860 | | | |
| 7 NM 2.5 NM 2.5 NM | | | |
| CATEGORY | A | B | C |
| LPV DA | 323/50 302 (400-1) | | |
| LNAV/VNAV DA | 566-1½ 545 (600-1½) | | |
| LNAV MDA | 560/50 539 (600-1) | | |
| CIRCLING | 640-1 619 (700-1) | | |
| | 640-1½ 619 (700-1½) | | |
| | 700-2¼ 679 (700-2¼) | | |
| | 560/60 539 (600-1½) | | |



TDZ/CL Rwy 13 and 22
HIRL Rwy 4-22 and 13-31
REIL Rwy 13, 22, and 31

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 70318 W22A | APP CRS 224° | Rwy Idg TDZE Apt Elev | 7001 12 21 |
|--|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) Y RWY 22

NEW YORK/ LA GUARDIA (LGA)

▼ When VGSI inoperative, Circling Rwy 4 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

ALSF-1



MISSED APPROACH: Climb to 2700 direct JEDNO and via 224° track to PROUD and hold.

ATIS ARR **125.95**
ATIS DEP **127.05**

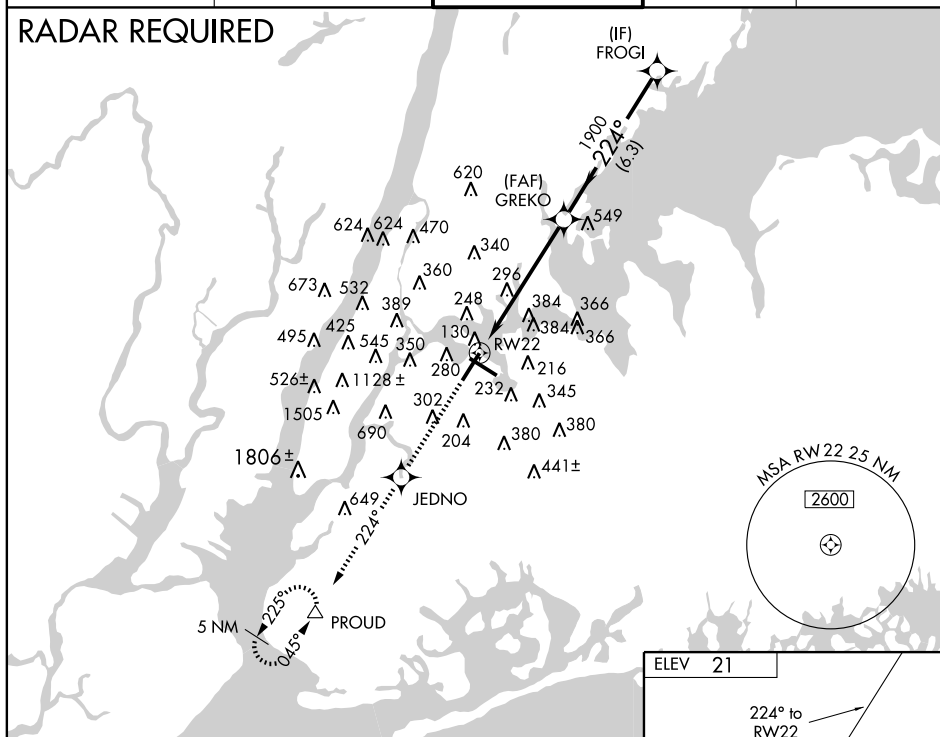
NEW YORK APP CON
120.8 263.0

LA GUARDIA TOWER
118.7 263.0

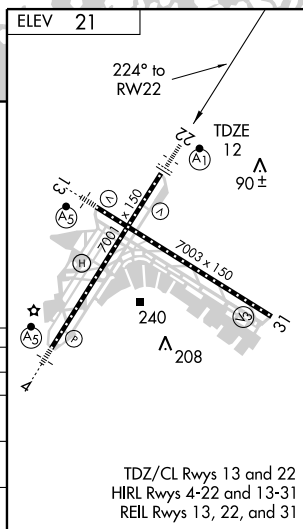
GND CON
121.7 263.0

CLNC DEL
135.2

RADAR REQUIRED



| | | | | | |
|--------------|-----------------|-------------|------------------------|---|-------|
| 2700 | JEDNO | tr 224° | PROUD | VGSI and RNAV glidepath not coincident. | FROGI |
| | | | | | |
| *LNAV only | *1.6 NM to RW22 | | | | |
| | | | | | |
| CATEGORY | A | B | C | D | |
| LPV DA | | 264/24 | 250 (300-½) | | |
| LNAV/VNAV DA | | 527/60 | 515 (500-1¼) | | |
| LNAV MDA | 580/24 | 568 (600-½) | 580/50 568 (600-1) | 580/60 568 (600-1¼) | |
| CIRCLING | 640-1 | 619 (700-1) | 640-1¾ 619 (700-1¾) | 700-2¼ 679 (700-2¼) | |



NEW YORK, NEW YORK

Amdt 2 10266

40°47'N - 73°52'W

NEW YORK/ LA GUARDIA (LGA)

RNAV (GPS) Y RWY 22

APP CRS **044°**
Rwy Idg **7001**
TDZE **21**
Apt Elev **21**

RNAV (RNP) Z RWY 4

NEW YORK/ LA GUARDIA (LGA)

GPS required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 48°C (118°F). Inoperative table does not apply to RNP 0.18. For inoperative MALSR, increase RNP 0.30 visibility to 1½.

MALSR



MISSED APPROACH: Climb to 2000 via 044° track to GREKO and hold.

ATIS ARR **125.95**
ATIS DEP **127.05**

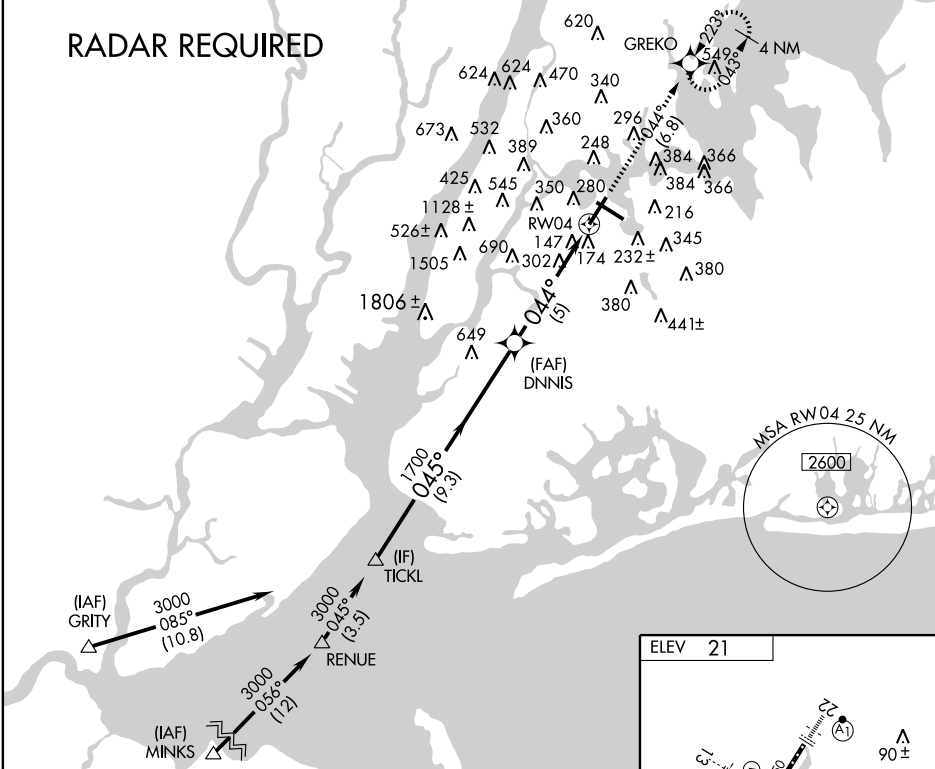
NEW YORK APP CON
120.8 263.0

LA GUARDIA TOWER
118.7 263.0

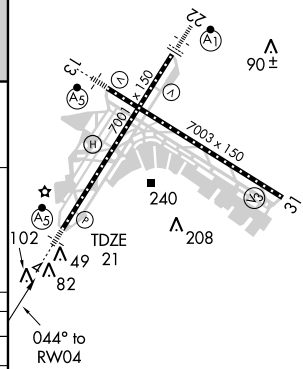
GND CON
121.7 263.0

CLNC DEL
135.2

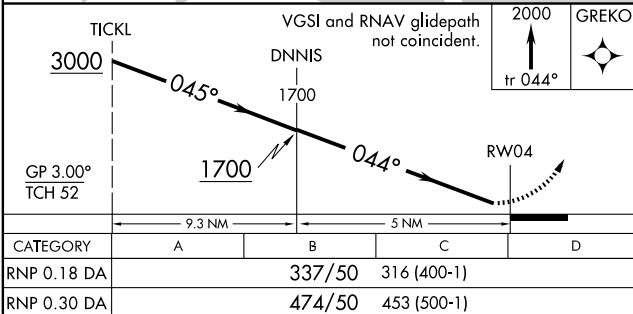
RADAR REQUIRED



ELEV 21



TDZ/CL Rwy 13 and 22
HIRL Rwy 4-22 and 13-31
REIL Rwy 13, 22, and 31



SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

| | |
|------------------------|------------------------|
| APP CRS 224° | Rwy Idg 7001 |
| TDZE 12 | |
| Apt Elev 21 | |

RNAV (RNP) Z RWY 22

NEW YORK/ LA GUARDIA (LGA)

NA RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 48°C (119°F). For inoperative ALSF, increase RNP 0.30 * visibility to RVR 5000 and RNP 0.30 to RVR 6000. * Missed approach requires minimum climb of 310 feet per NM to 700.

ALSF-1
(A1)

MISSED APPROACH: Climb to 2700 via 224° track to JEDNO and 224° track to PROUD and hold.

ATIS ARR **125.95**
ATIS DEP **127.05**

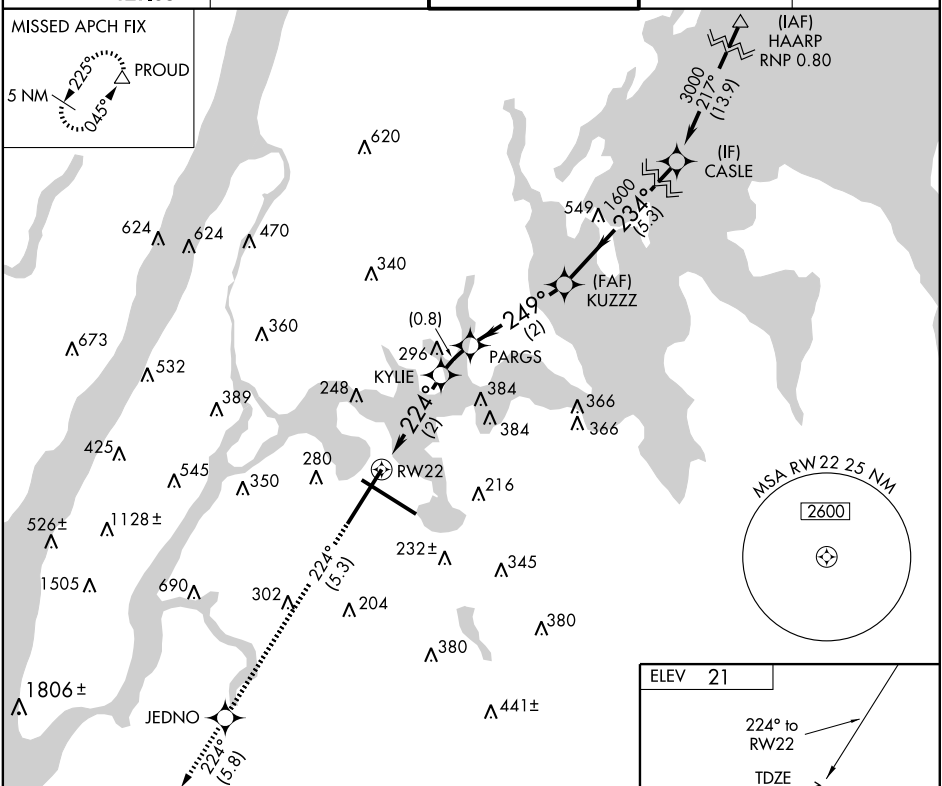
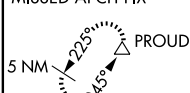
NEW YORK APP CON
120.8 263.0

LA GUARDIA TOWER
118.7 263.0

GND CON
121.7 263.0

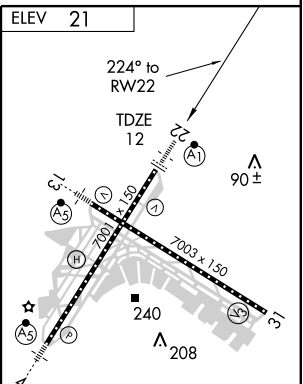
CLNC DEL
135.2

MISSSED APCH FIX



| | | | | |
|---|-----------------------|------------|-------------|--------|
| 2700 ↑ tr 224° | JEDNO ✱ tr 224° | PROUD △ | CASLE | |
| VGSi and RNAV glidepath not coincident. | | KYLIE | PARGS | CASLE |
| RW22 | | 704 | 947 | 3000 |
| 224° | | 249° | 234° | 1600 |
| 2 NM | | 0.8 NM | 2 NM | 5.3 NM |
| CATEGORY | A | B | C | D |
| RNP 0.30 DA * | 313/24 | | 301 (300-½) | |
| RNP 0.30 DA | 393/40 | | 381 (400-¾) | |

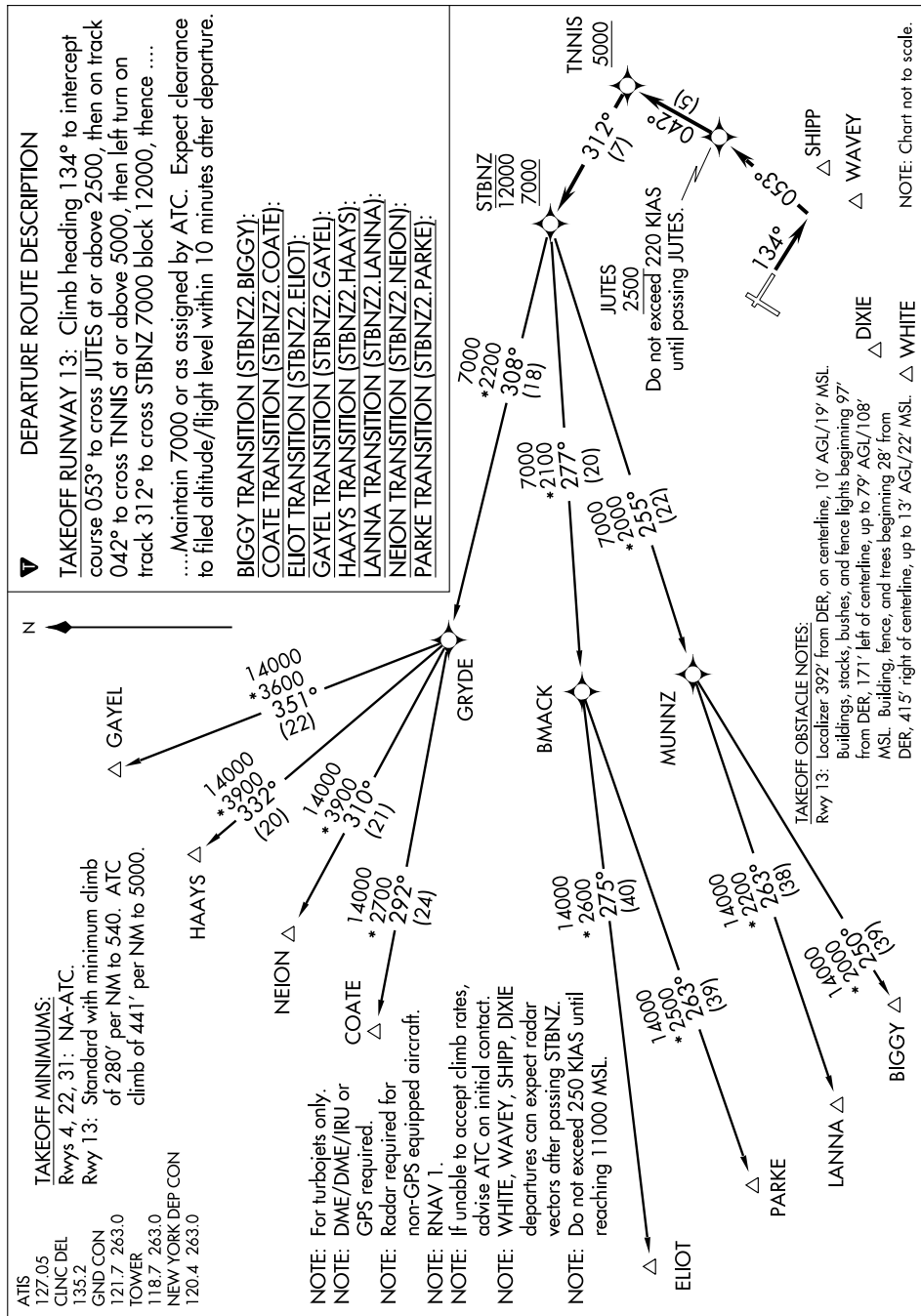
**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**



TDZ/CL Rwy 13 and 22
HIRL Rwy 4-22 and 13-31
REIL Rwy 13, 22, and 31

STBNZ TWO DEPARTURE (RNAV)

NE-2, 23 SEP 2010 to 21 OCT 2010



NE-2. 23 SEP 2010 to 21 OCT 2010

STBNZ TWO DEPARTURE (RNAV)

(STBNZ2.STBNZ) 10266

NEW YORK, NEW YORK

NEW YORK/ LA GUARDIA (LGA)

TNNIS TWO DEPARTURE (RNAV)

ATIS
127.05
CLNC DEL
135.2
GND CON
121.7 263.0
TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required for non-GPS equipped aircraft.
NOTE: RNAV 1.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Tower-enroute clearance expect vectors after TNNIS.
NOTE: Aircraft routed via BDR or SOARS expect vectors after TNNIS.

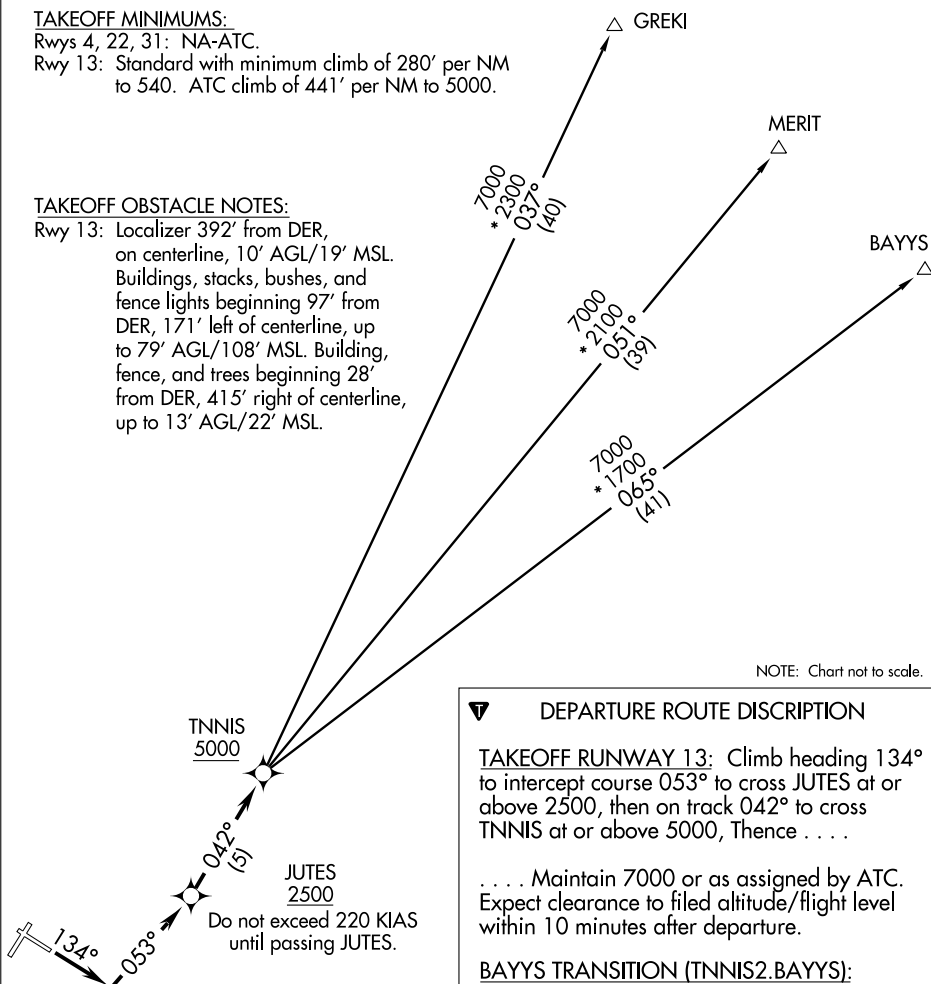
TAKEOFF MINIMUMS:

Rwys 4, 22, 31: NA-ATC.

Rwy 13: Standard with minimum climb of 280' per NM to 540. ATC climb of 441' per NM to 5000.

TAKEOFF OBSTACLE NOTES:

Rwy 13: Localizer 392' from DER, on centerline, 10' AGL/19' MSL. Buildings, stacks, bushes, and fence lights beginning 97' from DER, 171' left of centerline, up to 79' AGL/108' MSL. Building, fence, and trees beginning 28' from DER, 415' right of centerline, up to 13' AGL/22' MSL.



NOTE: Chart not to scale.



DEPARTURE ROUTE DISCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 053° to cross JUTES at or above 2500, then on track 042° to cross TNNIS at or above 5000, Thence

. . . . Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

BAYYS TRANSITION (TNNIS2.BAYYS):
GREKI TRANSITION (TNNIS2.GREKI):
MERIT TRANSITION (TNNIS2.MERIT):

TREEO ONE DEPARTURE (RNAV)

ATIS
127.05
CLNC DEL
135.2
GND CON
121.7 263.0
TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

TAKEOFF MINIMUMS:

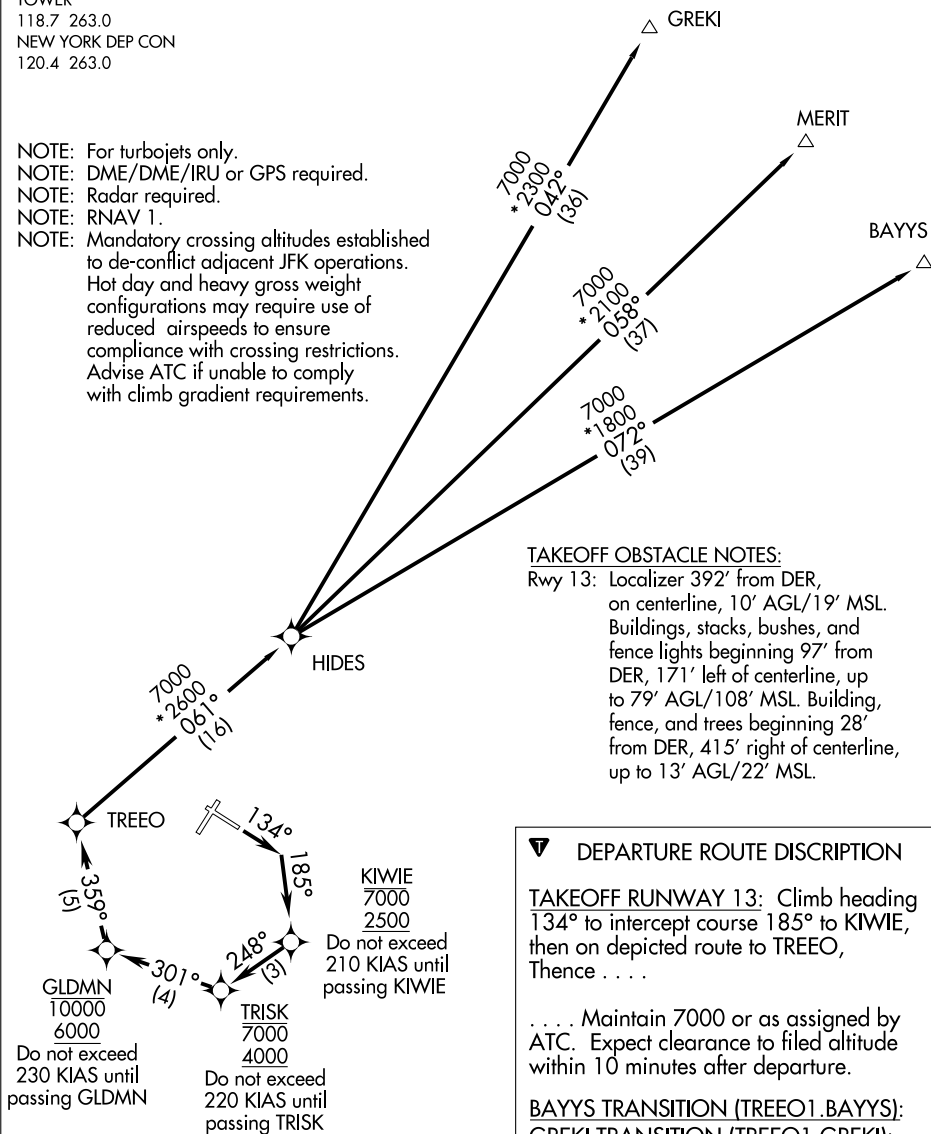
Rwys 4, 22, 31: NA-ATC.

Rwy 13: Standard with minimum climb of 562' per NM to 2500. ATC climb of 494' per NM to 6000.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Mandatory crossing altitudes established to de-conflict adjacent JFK operations. Hot day and heavy gross weight configurations may require use of reduced airspeeds to ensure compliance with crossing restrictions. Advise ATC if unable to comply with climb gradient requirements.

TAKEOFF OBSTACLE NOTES:

Rwy 13: Localizer 392' from DER, on centerline, 10' AGL/19' MSL. Buildings, stacks, bushes, and fence lights beginning 97' from DER, 171' left of centerline, up to 79' AGL/108' MSL. Building, fence, and trees beginning 28' from DER, 415' right of centerline, up to 13' AGL/22' MSL.



DEPARTURE ROUTE DISCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 185° to KIWIE, then on depicted route to TREEO, Thence

. . . . Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

BAYYS TRANSITION (TREEO1.BAYYS):
GREKI TRANSITION (TREEO1.GREKI):
MERIT TRANSITION (TREEO1.MERIT):

| | | | |
|---|------------------------|-----------------------------|---------------------------------------|
| VOR/DME LGA 113.1 Chan 78 | APP CRS 232° | Rwy Idg TDZE Apt Elev | N/A N/A 22 |
|---|------------------------|-----------------------------|---------------------------------------|

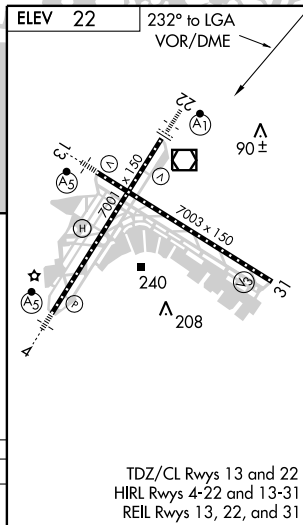
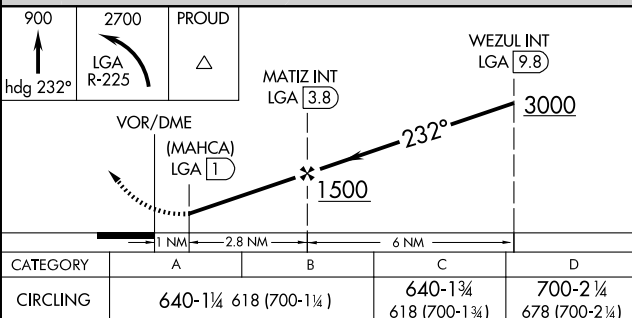
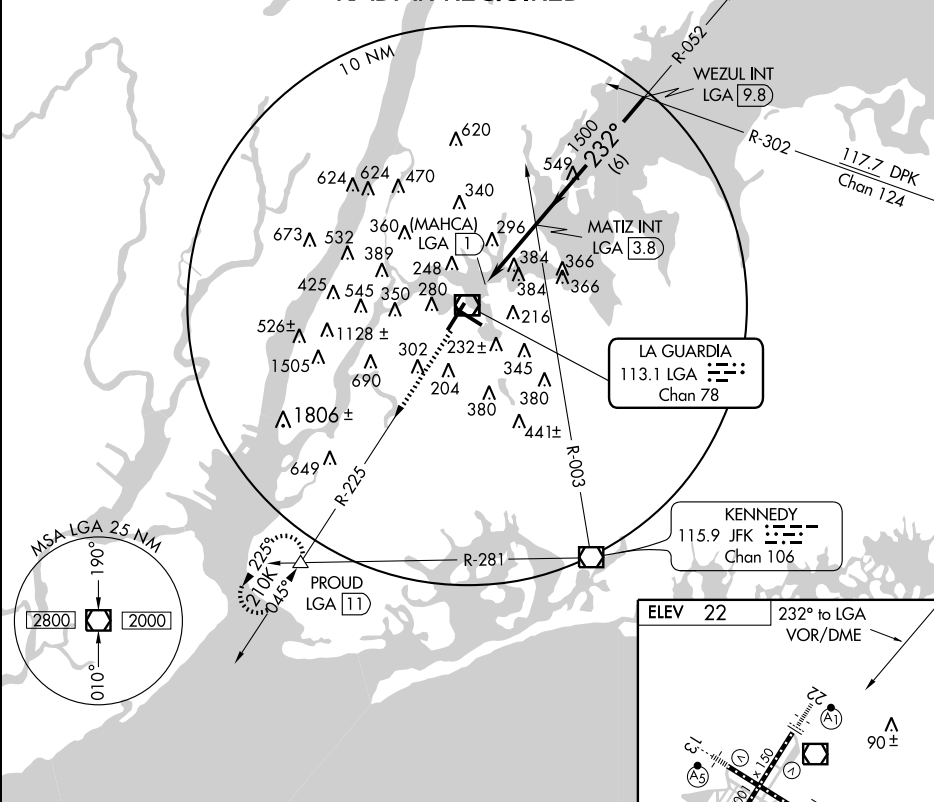
VOR/DME-G
NEW YORK/LA GUARDIA (LGA)



MISSED APPROACH: Climb to 900 heading 232° then climbing left turn to 2700 via LGA VOR/DME R-225 to PROUD INT and hold.

| | | | | | |
|----------------------|--------------------------------|--|--|-------------------------------|--------------------------|
| ATIS ARR ATIS DEP | 125.95 127.05 | NEW YORK APP CON 120.8 263.0 | LA GUARDIA TOWER 118.7 263.0 | GND CON 121.7 263.0 | CLNC DEL 135.2 |
|----------------------|--------------------------------|--|--|-------------------------------|--------------------------|

RADAR REQUIRED



TDZ/CL Rwy 13 and 22
HIRL Rwy 4-22 and 13-31
REIL Rwy 13, 22, and 31

| | | | |
|---|------------------------|-----------------------------|---------------------------------------|
| VOR/DME LGA 113.1 Chan 78 | APP CRS 132° | Rwy Idg TDZE Apt Elev | N/A N/A 22 |
|---|------------------------|-----------------------------|---------------------------------------|

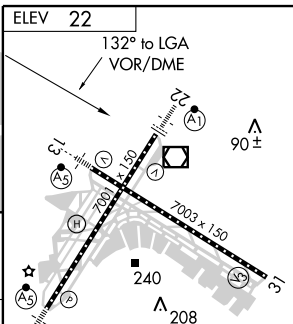
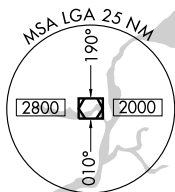
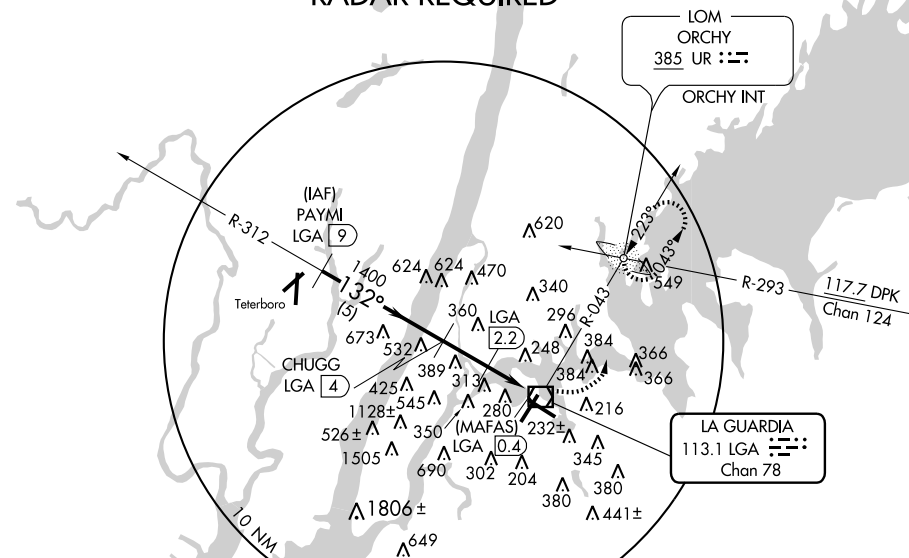
VOR/DME-H
NEW YORK/LA GUARDIA (LGA)



MISSED APPROACH: Climbing left turn to 2000 via LGA
VOR/DME R-043 to ORCHY LOM/INT and hold.

| | | | | | |
|----------------------|--------------------------------|--|--|-------------------------------|--------------------------|
| ATIS ARR ATIS DEP | 125.95 127.05 | NEW YORK APP CON 120.8 263.0 | LA GUARDIA TOWER 118.7 263.0 | GND CON 121.7 263.0 | CLNC DEL 135.2 |
|----------------------|--------------------------------|--|--|-------------------------------|--------------------------|

RADAR REQUIRED



| | | | | | |
|-------------------------------|----------------------|----------------------|------------------------|------------------------|----|
| PAYMI LGA 9 | CHUGG LGA 4 | LGA 2.2 | (MAFAS) LGA 0.4 | 2000 LGA R-043 | UR |
| *2800 | 1400 | 740 | | | |
| *1800 when authorized by ATC. | | | | | |
| 5 NM 1.8 NM 1.8 NM 0.4 | | | | | |
| CATEGORY | A | B | C | D | |
| CIRCLING | 580-1 558 (600-1) | 600-1 578 (600-1) | 620-1½ 598 (600-1½) | 700-2¼ 678 (700-2¼) | |

TDZ/CL Rwy 13 and 22
HIRL Rwy 4-22 and 13-31
REIL Rwy 13, 22, and 31

VOR/DME LGA
113.1
Chn **78**

APP CRS
045°

| Rwy Idg | TDZE | Apt Elev |
|---------|------|----------|
| 10 | 10 | 10 |
| 11 | 11 | 11 |
| 12 | 12 | 12 |
| 13 | 13 | 13 |
| 14 | 14 | 14 |
| 15 | 15 | 15 |
| 16 | 16 | 16 |
| 17 | 17 | 17 |
| 18 | 18 | 18 |
| 19 | 19 | 19 |
| 20 | 20 | 20 |
| 21 | 21 | 21 |
| 22 | 22 | 22 |
| 23 | 23 | 23 |
| 24 | 24 | 24 |
| 25 | 25 | 25 |
| 26 | 26 | 26 |
| 27 | 27 | 27 |
| 28 | 28 | 28 |
| 29 | 29 | 29 |
| 30 | 30 | 30 |
| 31 | 31 | 31 |
| 32 | 32 | 32 |
| 33 | 33 | 33 |
| 34 | 34 | 34 |
| 35 | 35 | 35 |
| 36 | 36 | 36 |
| 37 | 37 | 37 |
| 38 | 38 | 38 |
| 39 | 39 | 39 |
| 40 | 40 | 40 |
| 41 | 41 | 41 |
| 42 | 42 | 42 |
| 43 | 43 | 43 |
| 44 | 44 | 44 |
| 45 | 45 | 45 |
| 46 | 46 | 46 |
| 47 | 47 | 47 |
| 48 | 48 | 48 |
| 49 | 49 | 49 |
| 50 | 50 | 50 |
| 51 | 51 | 51 |
| 52 | 52 | 52 |
| 53 | 53 | 53 |
| 54 | 54 | 54 |
| 55 | 55 | 55 |
| 56 | 56 | 56 |
| 57 | 57 | 57 |
| 58 | 58 | 58 |
| 59 | 59 | 59 |
| 60 | 60 | 60 |
| 61 | 61 | 61 |
| 62 | 62 | 62 |
| 63 | 63 | 63 |
| 64 | 64 | 64 |
| 65 | 65 | 65 |
| 66 | 66 | 66 |
| 67 | 67 | 67 |
| 68 | 68 | 68 |
| 69 | 69 | 69 |
| 70 | 70 | 70 |
| 71 | 71 | 71 |
| 72 | 72 | 72 |
| 73 | 73 | 73 |
| 74 | 74 | 74 |
| 75 | 75 | 75 |
| 76 | 76 | 76 |
| 77 | 77 | 77 |
| 78 | 78 | 78 |
| 79 | 79 | 79 |
| 80 | 80 | 80 |
| 81 | 81 | 81 |
| 82 | 82 | 82 |
| 83 | 83 | 83 |
| 84 | 84 | 84 |
| 85 | 85 | 85 |
| 86 | 86 | 86 |
| 87 | 87 | 87 |
| 88 | 88 | 88 |
| 89 | 89 | 89 |
| 90 | 90 | 90 |
| 91 | 91 | 91 |
| 92 | 92 | 92 |
| 93 | 93 | 93 |
| 94 | 94 | 94 |
| 95 | 95 | 95 |
| 96 | 96 | 96 |
| 97 | 97 | 97 |
| 98 | 98 | 98 |
| 99 | 99 | 99 |
| 100 | 100 | 100 |

N/A
N/A
22

VOR-F

NEW YORK/LA GUARDIA(LGA)



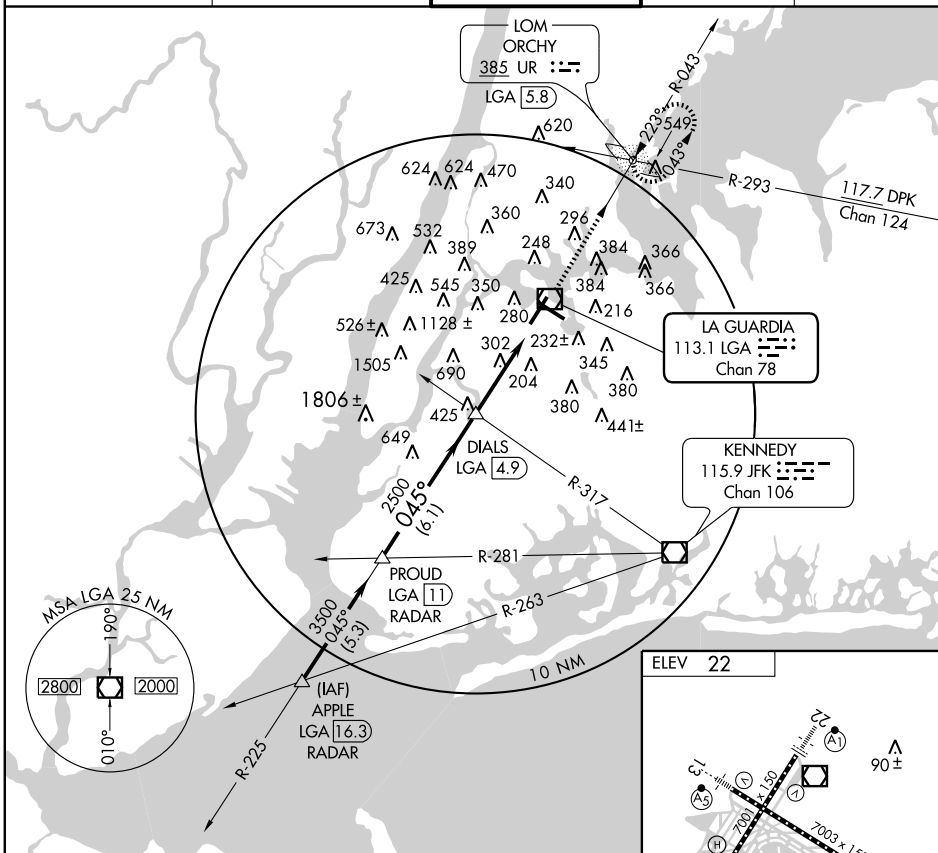
MISSED APPROACH: Climb to 2000 via LGA VOR/DME R-043 to ORCHY LOM/INT/LGA 5.8 DME and hold.

ATIS ARR **125.95**
ATIS DEP **127.05**

NEW YORK APP CON
120.8 263.0

LA GUARDIA TOWER
118.7 263.0

GND CON
121.7 263.0

CLNC DEL
135.2

| | |
|-----------|--------|
| Procedure | PROUD |
| Turn | LGA 11 |
| NA | RADAR |

DIALS
LGA 4.9

2000

UR

LGA R-043

VOR/DME

| CATEGORY | A | B | C | D |
|----------|--------------------------|--------------------------|--------|--------------|
| CIRCLING | 1000-1¼ 978 (1000-1¼) | 1000-1½ 978 (1000-1½) | 1000-3 | 978 (1000-3) |

TDZ/CL Rwy 13 and 22
HIRL Rwy 4-22 and 13-31
REIL Rwy 13, 22, and 31

NEW YORK, NEW YORK

Amdt 2A 10266

NEW YORK/LA GUARDIA(LGA)

40°47'N - 73°52'W

VOR-F

NE-2, 23 SEP 2010 to 21 OCT 2010

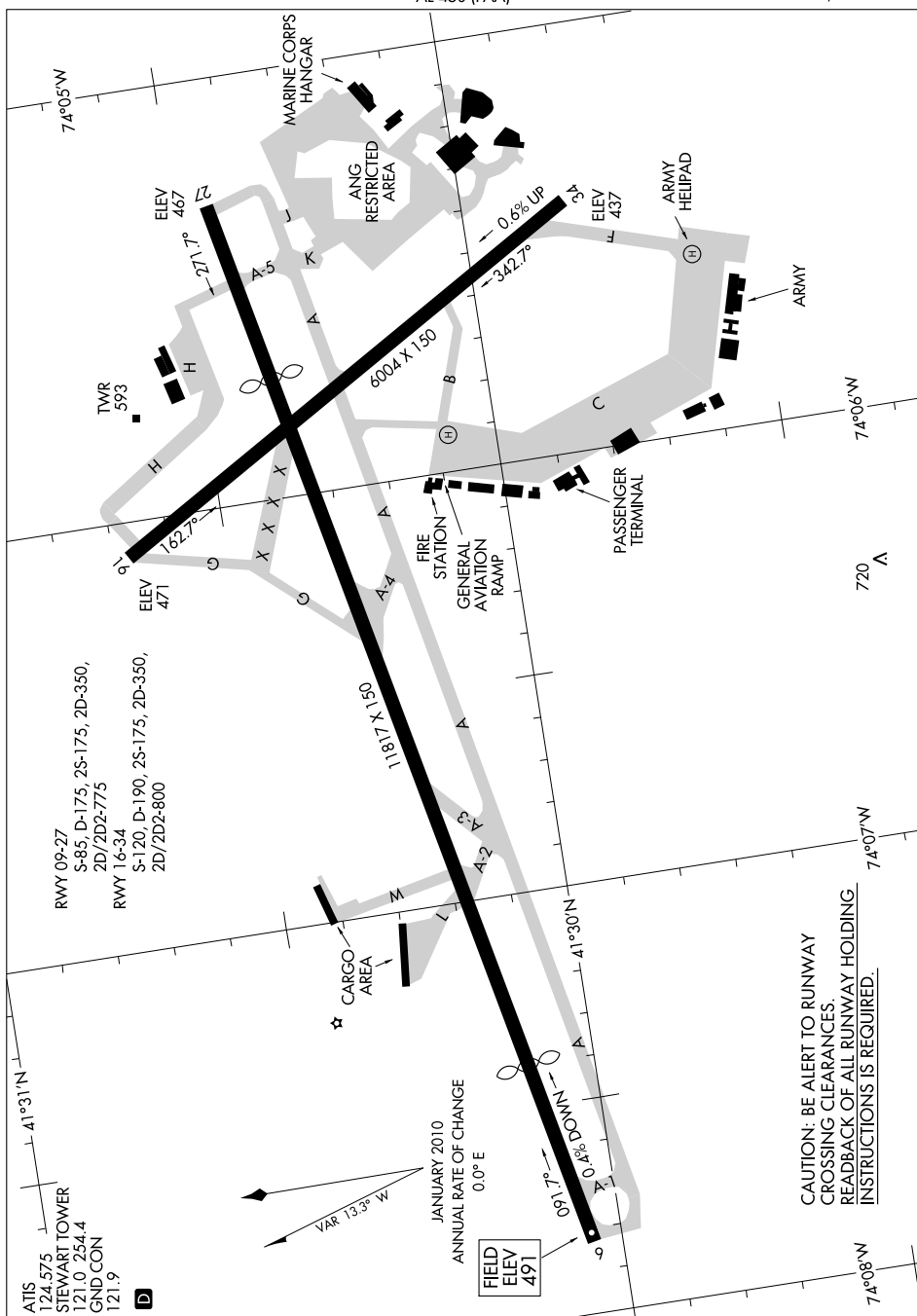
NE-2. 23 SEP 2010 to 21 OCT 2010

10210

AIRPORT DIAGRAM

NEWBURGH/ STEWART INTL (SWF)
NEWBURGH, NEW YORK

NE-2, 23 SEP 2010 to 21 OCT 2010



NE-2, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

NEWBURGH, NEW YORK
NEWBURGH/ STEWART INTL (SWF)

10210

MORAVIA

OWASCO (Y92) 3 NW UTC-5(-4DT) N42°44.15' W76°29.15'

NEW YORK

1378 NOTAM FILE BUF

Not insp.

RWY 11-29: 2300X50 (TURF) LIRL.

RWY 11: Rgt tfc.

RWY 29: Rgt tfc.

AIRPORT REMARKS: Unattended. Deer invof and on rwy. Ultralights use rgt tfc pattern Rwy 11. Ultralights use rgt tfc Rwy 29.

COMMUNICATIONS: CTAF 122.9

NEELY N41°29.15' W74°13.68' NOTAM FILE SWF.

NEW YORK

NDB (MHW/LOM) 335 SW 093° 5.7 NM to Stewart Intl.

L-33B, 34H

NEWBURGH

STEWART INTL (SWF) 3 NW UTC-5(-4DT) N41°30.25' W74°06.29'

NEW YORK

491 B S4 FUEL 100LL, JET A TPA—See Remarks LRA Class I, ARFF Index C

H-101, 121, L-33B, 341

NOTAM FILE SWF

IAP, AD

RWY 09-27: H11817X150 (ASPH-GRVD) S-85, D-175, 2S-175, 2D-350, 2D/2D2-775 HIRL CL

RWY 09: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 66'. Thld dsplcd 2000'. Fence. 0.4% down.

RWY 27: REIL. PAPI(P4L)—GA 3.0°; TCH 55'. Thld dsplcd 2000'. Tree.

RWY 16-34: H6004X150 (ASPH-GRVD) S-120, D-190, 2S-175, 2D-350. 2D/2D2-800 MIRL 0.6% up NW

RWY 16: REIL. Trees.

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-11818 TODA-11818 ASDA-10818 LDA-8818

RWY 16: TORA-6006 TODA-6006 ASDA-6006 LDA-6006

RWY 27: TORA-11818 TODA-11818 ASDA-11818 LDA-9818

RWY 34: TORA-6006 TODA-6006 ASDA-5606 LDA-5606

AIRPORT REMARKS: Attended continuously. Be Aware—Extensive glider

activity 8 miles E of HUO VORTAC in a 5-mile radius. Dutchess County arpt located 3.3 NM SW. of Kingston VORTAC; do not mistake for Stewart Intl. Birds and deer on and invof arpt. Noise abatement procedures in effect ctc arpt mgr 914-564-7200. TPA for piston acft 1500(1009), jet acft 2500(2009), rotorcraft 1200(709). Avoid Orange Co. Arpt, lctd 7 NM WNW during VFR apchs. Rgt tfc on Rwy 16 and 27 may be used for noise abatement. Twy B clsd to acft over 10,000 pounds. Twy H restricted to acft with wingspan 140' or less. Twys G and B in poor condition—cracked and spalled. 8' lgtd chain link parking lot fence 175' west of Twy C centerline between terminal building and Building 118. Twy C between Twy B and Twy F not visible from twr. Twy C restricted to acft with wingspan greater than 125' between Hangar B and Building 118. Acft with wingspan 172' or more require vehicle escort for all Twy C ops south of terminal apron. Call arpt ops 845-564-7200 ext 228. No jet training 0300-1200Z. Rwy 09 touchdown, midfield, and rollout rwy visual range avbl. Rwy 09 midfield and rollout rwy visual range OTS indef. Rwy 09 sequence flashers OTS indef. Twy L, Twy M, Twy N edge lgts OTS indef. Compass calibration pad located on the Twy G runoff apron. Twy G clsd southwest of compass rose. User fee charged to all intl flights. Fee for acft over 10,000 lbs. Flight Notification Service (ADCUS) available.

COMMUNICATIONS: ATIS 124.575 (845) 567-9311. UNICOM 122.95

® NEW YORK APP/DEP CON 132.75

TOWER 121.0 GND CON 121.9

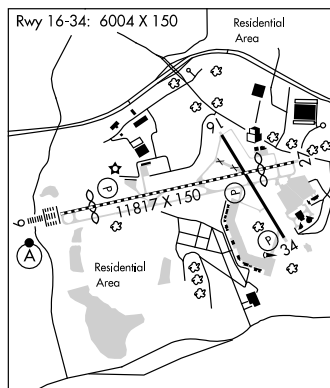
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93' W73°49.33' 245° 16.0 NM to fld. 580/12W. HIWAS.

NEELY NDB (MHW/LOM) 335 SW N41°29.15' W74°13.68' 093° 5.7 NM to fld.

ILS 110.1 I-SWF Rwy 09. Class IIE. LOM NEELY NDB. BC unusable.

ILS/DME 109.95 I-JKH Chan 36Y Rwy 27. Class IB.



HELIPAD H1: H40X40 (ASPH)

HELIPAD REMARKS: Helipad located intersection Twy B and Twy C east of Twy C.

HUDSON ONE ARRIVAL

NEWBURGH, NEW YORK

NEW YORK APP CON

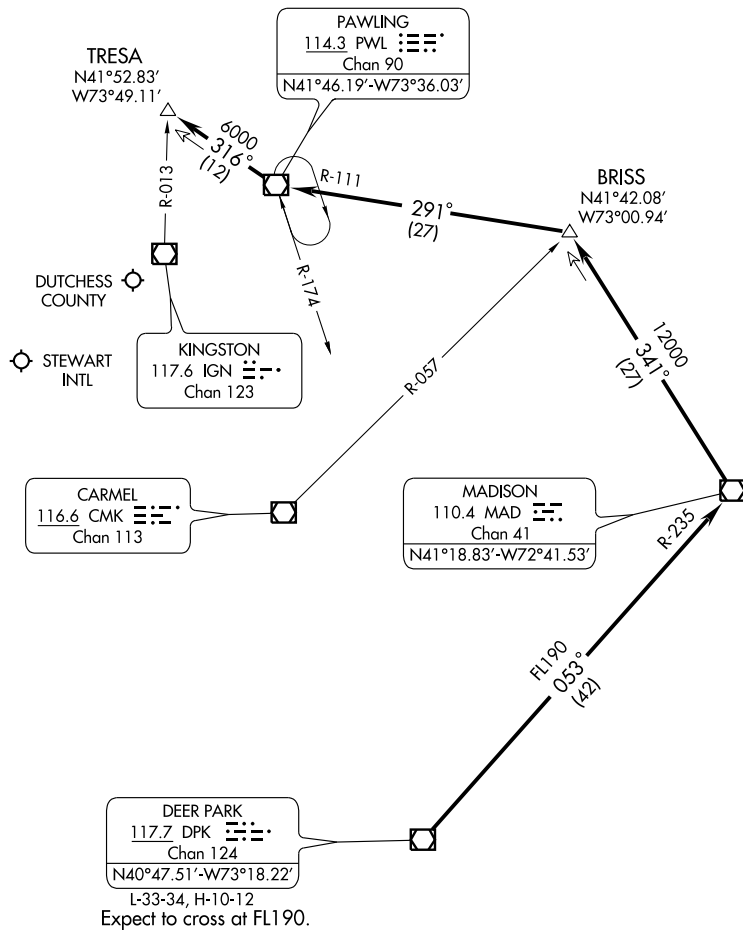
132.75 363.1

STEWART INTL ATIS

124.575

DUTCHESS COUNTY ATIS

126.75



NOTE: Chart not to scale.

... From over DPK VOR/DME via DPK R-053 and MAD R-235 to MAD VOR/DME, then via MAD R-341 to BRISS INT, then via PWL R-111 to PWL VOR/DME, then via PWL R-316 to TRESA INT. Expect RADAR vectors to final approach course.

HUDSON ONE ARRIVAL

NEWBURGH, NEW YORK

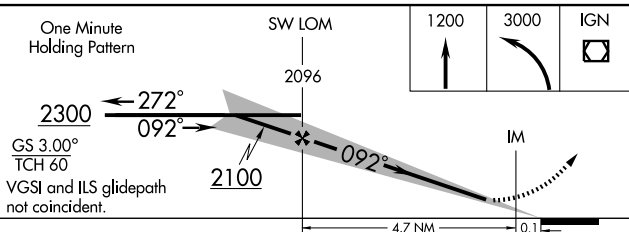
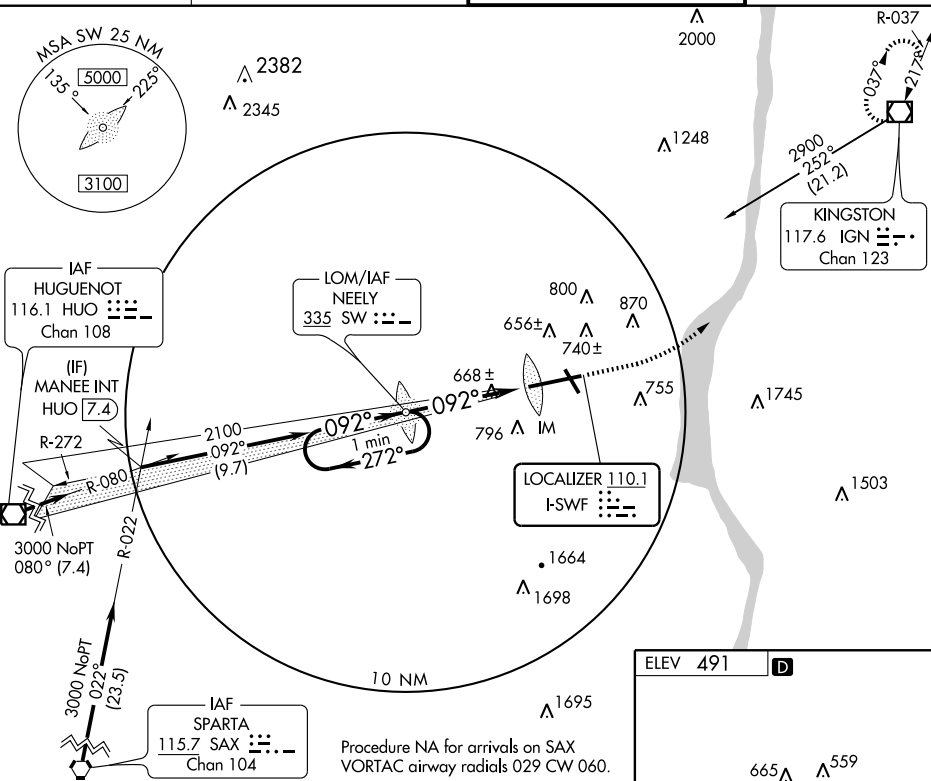
| | | | |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-SWF 110.1 | APP CRS 092° | Rwy Idg TDZE Apt Elev | 8818 481 491 |
|---------------------------|------------------------|-----------------------------|---|

ILS or LOC RWY 9

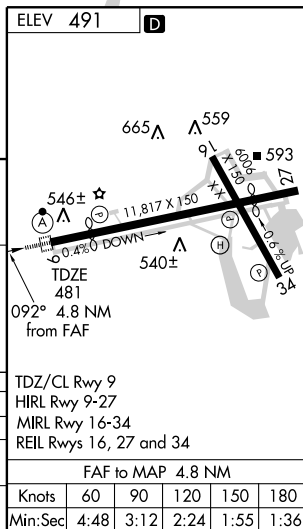
NEWBURGH/STEWART INTL (SWF)

| | | | |
|--|---------------------------------|------------|---|
| | Circling to Rwy 16 NA at night. | ALSF-2 | MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct IGN VOR/DME and hold. |
| | | | |

| | | | |
|------------------------|---|-------------------------------------|-------------------------|
| ATIS 124.575 | NEW YORK APP CON 132.75 363.1 | STEWART TOWER 121.0 254.4 | GND CON 121.9 |
|------------------------|---|-------------------------------------|-------------------------|



| CATEGORY | A | B | C | D |
|----------|--------------------|----------------------|--------------------|---|
| S-ILS 9 | 681/18 200 (200-½) | | | |
| S-LOC 9 | 920/24 439 (500-½) | 920/40 439 (500-¾) | 920/50 439 (500-1) | |
| CIRCLING | 1060-1 569 (600-1) | 1100-1¾ 609 (700-1¾) | 1120-2 629 (700-2) | |



| | | | | | |
|------------------------|------|------|------|------|------|
| TDZ/CL Rwy 9 | 60 | 90 | 120 | 150 | 180 |
| HIRL Rwy 9-27 | | | | | |
| MIRL Rwy 16-34 | | | | | |
| REIL Rwy 16, 27 and 34 | | | | | |
| FAF to MAP 4.8 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

ILS or LOC RWY 27
NEWBURGH/STEWART INTL (SWF)

MISSED APPROACH: Climb to 1 600 then climbing right turn to 3000 direct IGN VOR/DME and hold.

GND CON
121.9

D

| CATEGORY | A | B | C | D |
|----------|--------------------|-------------------------|---|------------------------|
| S-ILS 27 | 717-1 250 (300-1) | | | |
| S-LOC 27 | 840-1 373 (400-1) | | | 840-1¼ 373 (400-1¼) |
| CIRCLING | 1060-1 569 (600-1) | 1100-1¾ 609 (700-1¾) | | 1120-2 629 (700-2) |

NEWBURGH/STEWART INTL (SWF)

ILS or LOC RWY 27

41°30'N - 74°06'W

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

| | | |
|--|------------------------|---|
| WAAS Ch 62818 W09A | APP CRS 092° | Rwy Idg 8818 TDZE 481 Apt Elev 491 |
|--|------------------------|---|

RNAV (GPS) RWY 9

NEWBURGH/STEWART INTL (SWF)

T Circling to Rwy 16 NA at night. Inoperative table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2



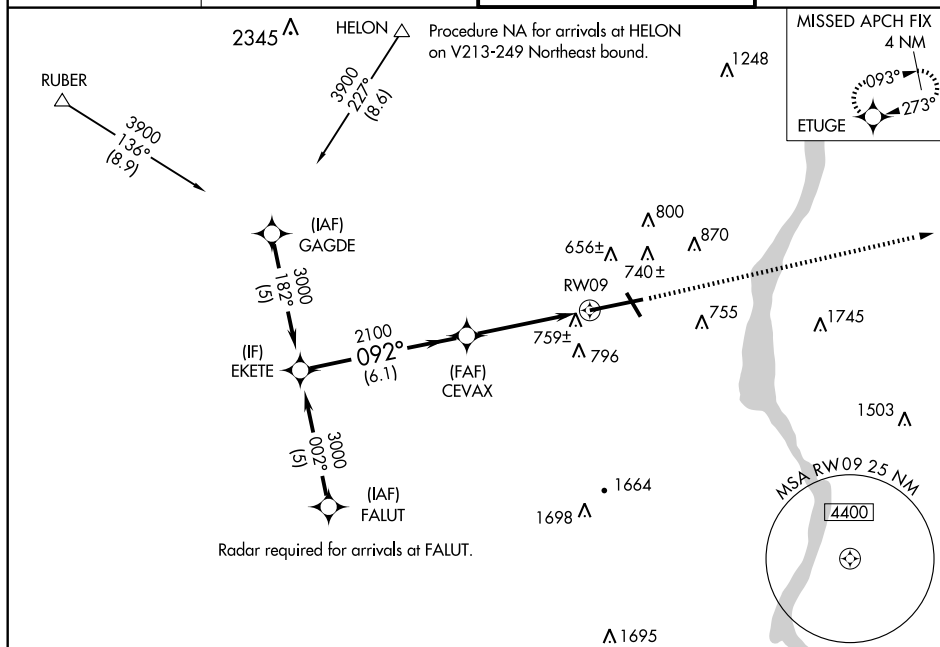
MISSED APPROACH: Climb to 3100 direct ETUGE and hold.

ATIS
124.575

NEW YORK APP CON
132.75 363.1

STEWART TOWER
121.0 254.4

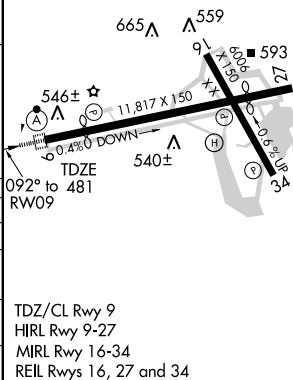
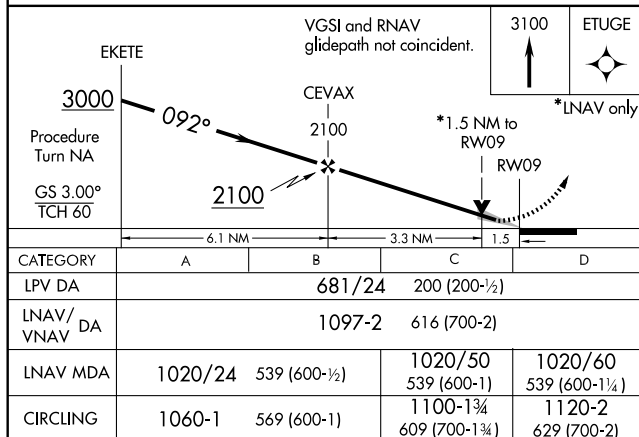
GND CON
121.9



NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

ELEV 491



NEWBURGH, NEW YORK

Amdt 1 03JUN10

41°30'N - 74°06'W

NEWBURGH/STEWART INTL (SWF)

RNAV (GPS) RWY 9

APP CRS **163°**
Rwy Idg **6006**
TDZE **471**
Apt Elev **491**

RNAV (GPS) RWY 16

NEWBURGH/STEWART INTL (SWF)



DME/DME RNP-0.3 NA.
Procedure NA at night.
Visibility reduction by helicopters NA.

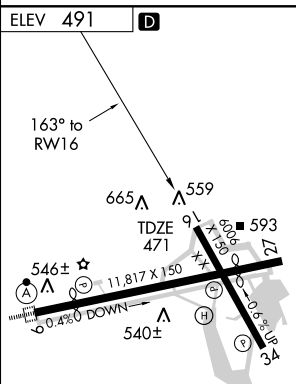
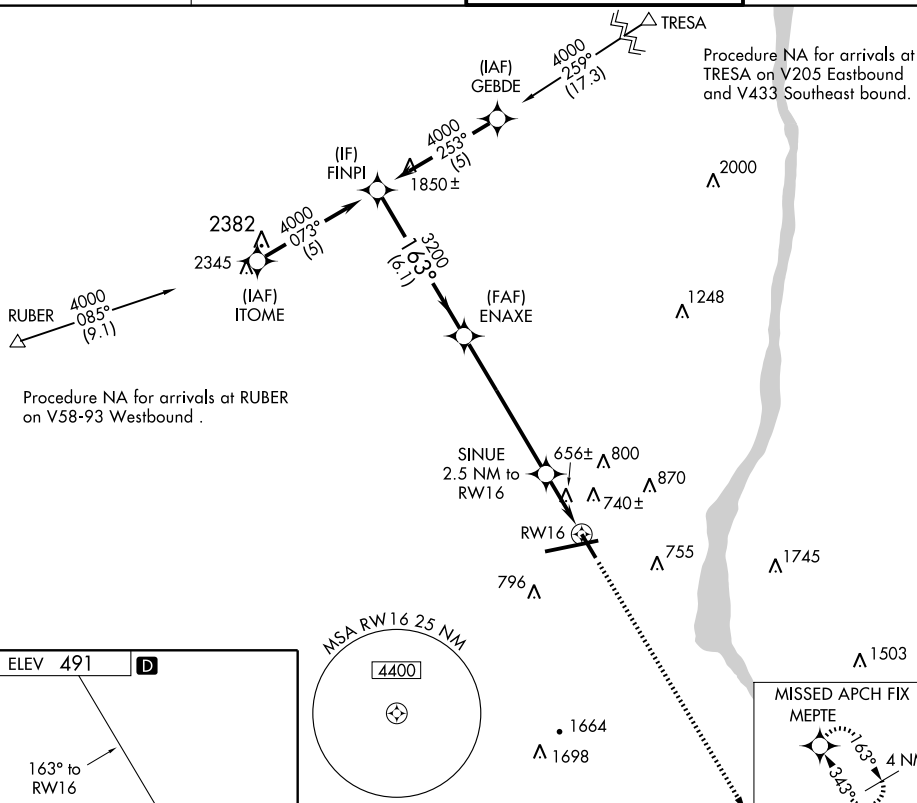
MISSED APPROACH: Climb to 4000
direct MEPT and hold, continue
climb-in-hold to 4000.

ATIS
124.575

NEW YORK APP CON
132.75 363.1

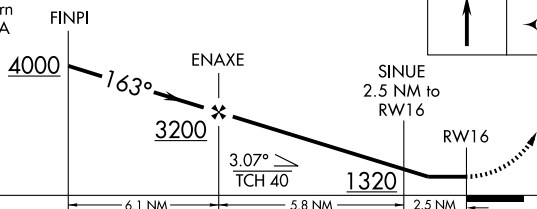
STEWART TOWER
121.0 254.4

GND CON
121.9



TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwy 16, 27 and 34

Procedure
Turn
NA



| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|------------------------|
| LNAV MDA | 920-1 | 449 (500-1) | 920-1½ 449 (500-1½) | 920-1½ 449 (500-1½) |
| CIRCLING | 1060-1 | 569 (600-1) | 1100-1¾ 609 (700-1¾) | 1120-2 629 (700-2) |

NEWBURGH, NEW YORK

Amdt 1 23SEP10

41°30'N - 74°06'W

NEWBURGH/STEWART INTL (SWF)
RNAV (GPS) RWY 16

NE-2, 23 SEP 2010 to 21 OCT 2010

| | |
|------------------------|------------------------|
| APP CRS 272° | Rwy Idg 9818 |
| | TDZE 467 |
| | Apt Elev 491 |

RNAV (GPS) RWY 27

NEWBURGH/STEWART INTL (SWF)

▼ Circling to Rwy 16 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

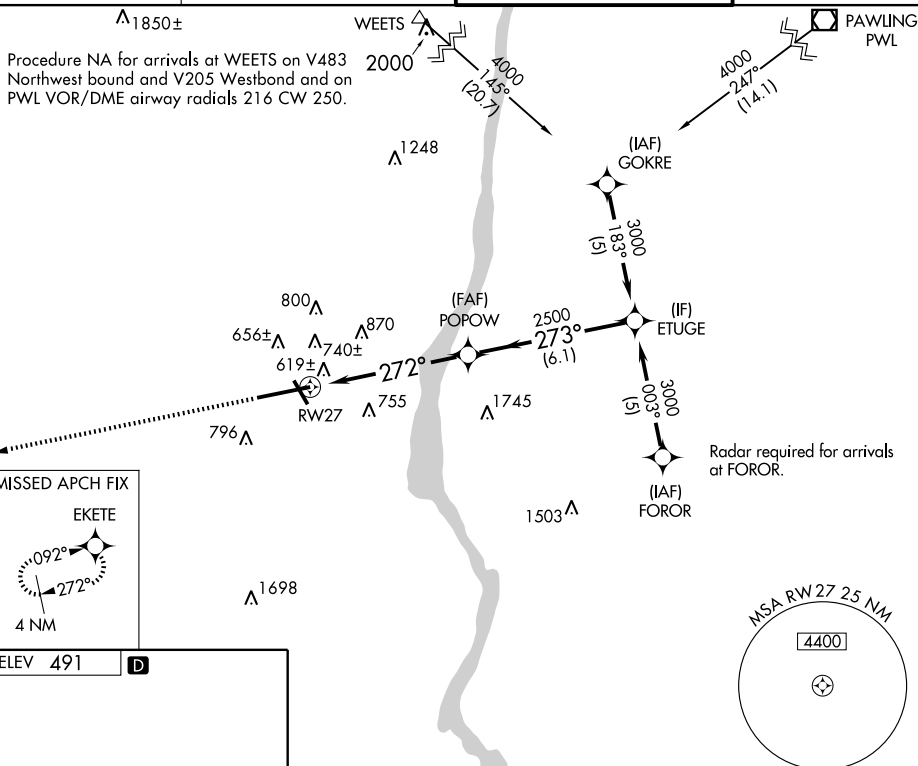
MISSED APPROACH: Climb to 3000 direct EKETE and hold.

ATIS
124.575

NEW YORK APP CON
132.75 363.1

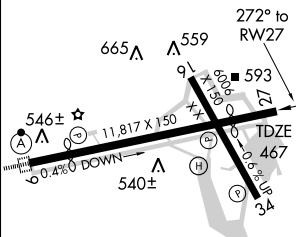
STEWART TOWER
121.0 254.4

GND CON
121.9



ELEV 491

D



TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwy 16, 27 and 34

| | | | | |
|--------------|--------------------|-------------|-------------------------|-------------------------|
| | 3000 | EKETE | | ETUGE |
| | | | | 3000 |
| | | | | Procedure Turn NA |
| | | | | GS 3.00° TCH 55 |
| | | | | |
| | | | | |
| CATEGORY | A | B | C | D |
| LNAV/VNAV DA | 1046-2 579 (600-2) | | | |
| LNAV MDA | 1000-1 | 533 (600-1) | 1000-1½ 533 (600-1½) | 1000-1¾ 533 (600-1¾) |
| CIRCLING | 1060-1 | 569 (600-1) | 1100-1¾ 609 (700-1¾) | 1120-2 629 (700-2) |

RNAV (GPS) RWY 34


NEWBURGH/STEWART INTL (SWF)

MISSED APPROACH: Climb to 3900 direct FINPI and hold.

GND CON
121.9

Procedure NA for arrivals at CRANK on
V374 Northwest bound.

CRANK



3900
 132°
(17.6)

D

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwy 16, 27 and 34

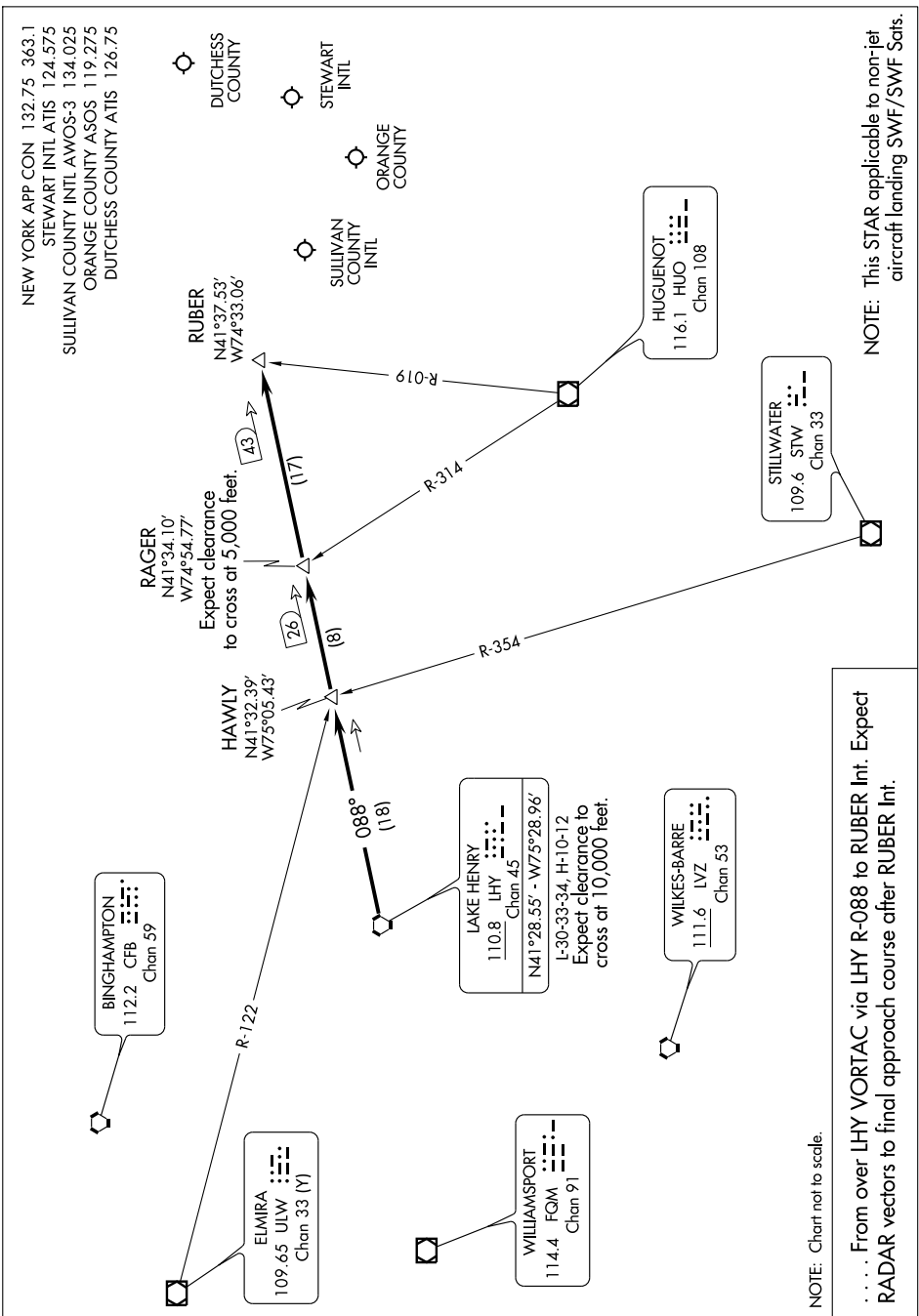
| CATEGORY | A | B | C | D |
|----------|--------------------|----------------------|----------------------|--------------------|
| LPV DA | 712-1 250 (300-1) | | | |
| LNAV MDA | 1020-1 558 (600-1) | 1020-1½ 558 (600-1½) | 1020-1¾ 558 (600-1¾) | 1020-2 558 (600-2) |
| CIRCLING | 1060-1 569 (600-1) | 1100-1¾ 609 (700-1¾) | 1120-2 629 (700-2) | |

NEWBURGH/STEWART INTL (SWF)
RNAV (GPS) RWY 34

NE-2. 23 SEP 2010 to 21 OCT 2010

RUBER ONE ARRIVAL

NE-2, 23 SEP 2010 to 21 OCT 2010



NE-2, 23 SEP 2010 to 21 OCT 2010

RUBER ONE ARRIVAL

STEWART FIVE DEPARTURE

SL-450 (FAA)

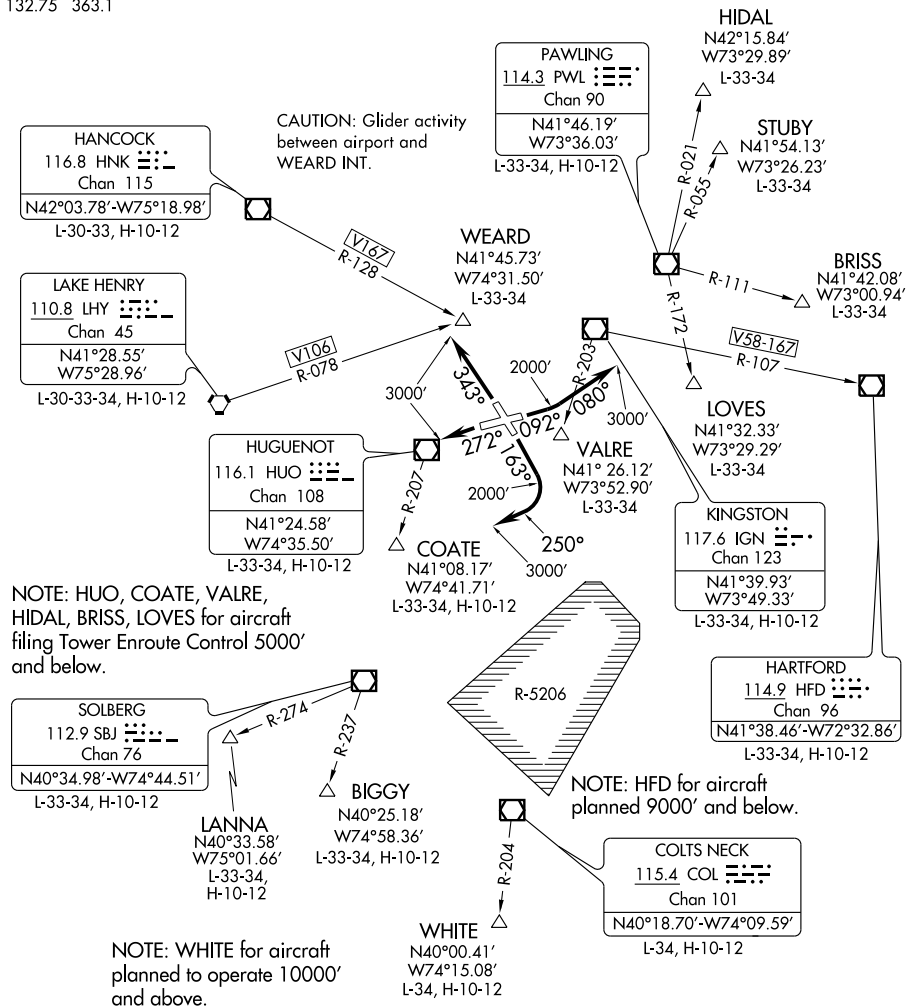
NEWBURGH/STEWART INTL (SWF)
NEWBURGH, NEW YORK

STEWART TOWER

121.0 254.4

NEW YORK DEP CON

132.75 363.1



TAKE-OFF MINIMUMS

Rwy 9: Standard with ATC climb of 225' per NM to 2700.

Rwy 16: Standard with minimum obstacle climb of 255' per NM to 2000, ATC climb of 300' per NM to 2000.

Rwy 27: 300-1 or Standard with minimum climb of 366' per NM to 800.

Rwy 34: 300-1¼ or Standard with minimum climb of 503' per NM to 800.

(NARRATIVE ON FOLLOWING PAGE)

STEWART FIVE DEPARTURE

(SWF5.SWF) 08325

NEWBURGH, NEW YORK
NEWBURGH/STEWART INTL (SWF)

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb heading 092° to 2000, then turn left heading 080°, maintain 3000. Thence

TAKE-OFF RUNWAY 16: Climb heading 163° to 2000, then turn right heading 250°, maintain 3000. Thence

TAKE-OFF RUNWAY 27: Climb heading 272° to 3000. Thence

TAKE-OFF RUNWAY 34: Climb heading 343° to 3000. Thence

. . . . via radar vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: If radio contact is not established/lost within 2 minutes after departure, proceed on course and climb to 5000'. Ten minutes after departure, climb to filed altitude/flight level.

TAKE-OFF OBSTACLES

Rwy 9: Trees beginning 730' from DER, 23' left of centerline, up to 66' AGL/566' MSL. Bush 172' from DER, 193' left of centerline, up to 43' AGL/483' MSL.

Rwy 16: Trees 785' from DER, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from DER, 563' right of centerline, up to 112' AGL/492' MSL.

Rwy 27: Trees beginning 685' from DER, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from DER, 528' left of centerline, 19' AGL/ 529' MSL. Middle Marker 701' from DER, on rwy centerline, 5' AGL/ 515' MSL.

Rwy 34: Trees beginning 608' from DER, 21' left of centerline, up to 91' AGL/611' MSL. Terrain and Trees beginning 77' from DER, 71' right of centerline, up to 92' AGL/612' MSL.

VOR/DME IGN
117.6
Chan **123**

APP CRS
244°

Rwy Idg **9818**
TDZE **467**
Apt Elev **491**

VOR RWY 27

NEWBURGH/STEWART INTL (SWF)



Circling to Rwy 16 NA at night.
Visibility reduction by helicopters NA.

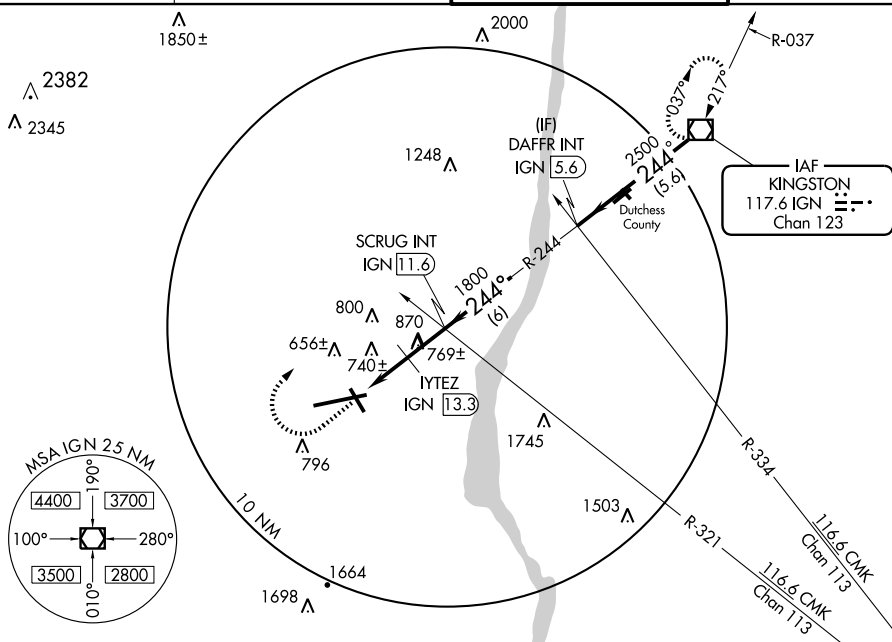
MISSED APPROACH: Climb to 1200 then climbing
right turn to 3000 direct IGN VOR/DME and hold.

ATIS
124.575

NEW YORK APP CON
132.75 363.1

STEWART TOWER
121.0 254.4

GND CON
121.9

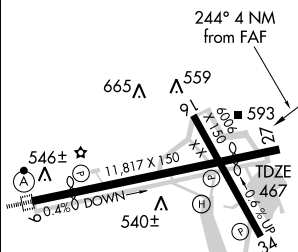


ELEV 491

D

1200 3000 IGN

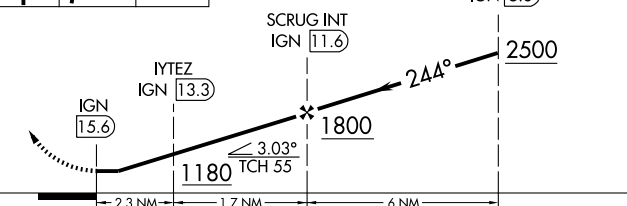
Procedure
Turn
NA



TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rws 16, 27 and 34

FAF to MAP 4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---------|------|------|------|------|------|
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |



| CATEGORY | A | B | C | D |
|--------------------|--------------------|---|------------------------|------------------------|
| S-27 | 1180-1 713 (700-1) | | 1180-2 713 (700-2) | 1180-2 713 (700-2 1/4) |
| CIRCLING | 1180-1 689 (700-1) | | 1180-2 689 (700-2) | 1180-2 689 (700-2 1/4) |
| IYTEZ FIX MINIMUMS | | | | |
| S-27 | 1020-1 553 (600-1) | | 1020-1 553 (600-1 1/2) | 1020-1 553 (600-1 3/4) |
| CIRCLING | 1060-1 569 (600-1) | | 1100-1 609 (700-1 3/4) | 1120-2 629 (700-2) |

NEWBURGH, NEW YORK

Amdt 5 03JUN10

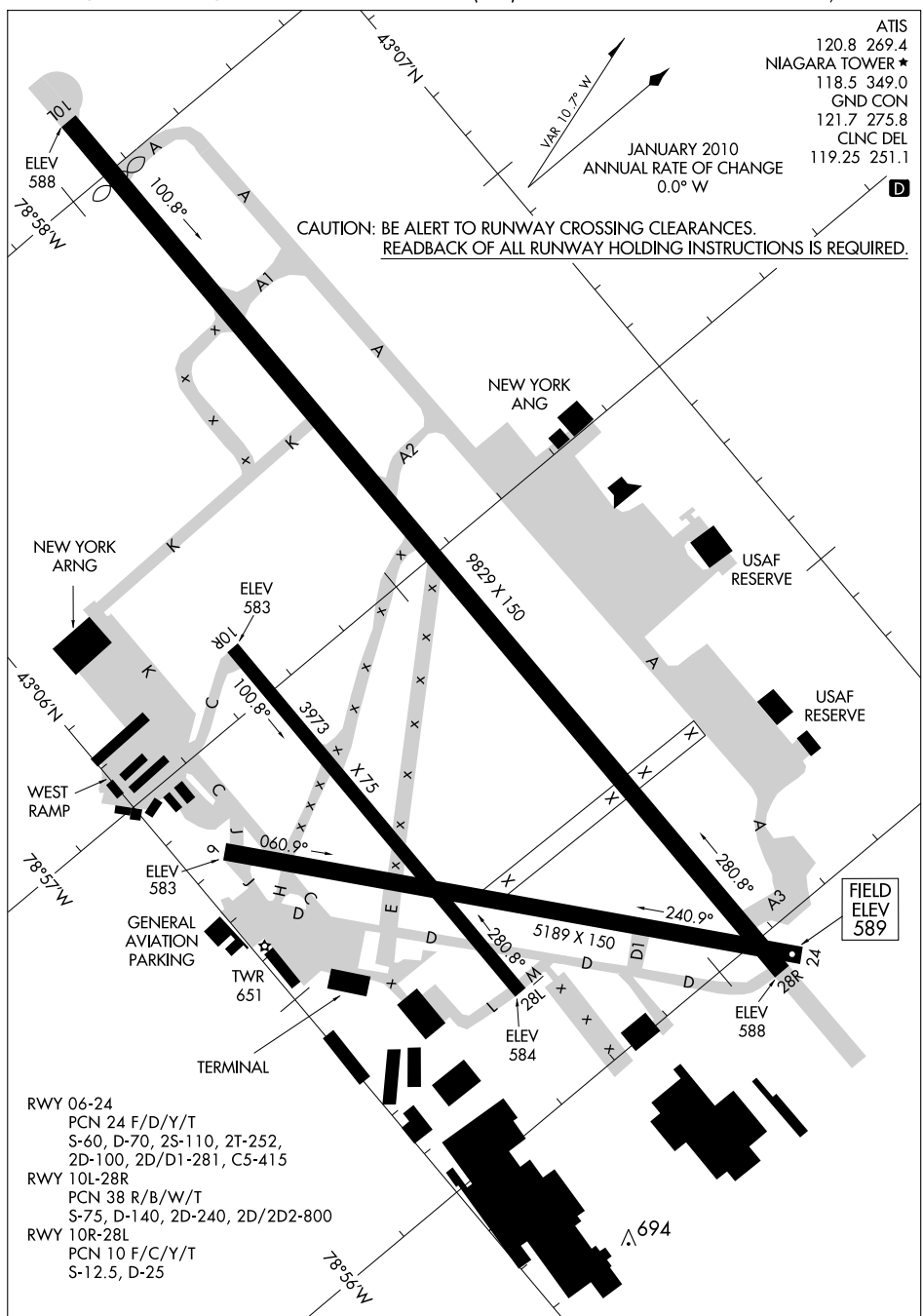
NEWBURGH/STEWART INTL (SWF)

41°30'N - 74°06'W

VOR RWY 27

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010



NIAGARA FALLS INTL (IAG)(KIAG) CIV/MIL/AFRC/ANG 4 E UTC-5(-4DT) N43°06.44' W78°56.77' DETROIT

589 B S2 FUEL 100LL, JET A LRA ARFF Index—See Remarks

H-10H, 11B, L-31E

IAP, DIAP, AD

NOTAM FILE IAG

Rwy 10L-28R: H9829X150 (ASPH-CONC-GRVD) S-75, D-140, 2D-240, 2D/2D2-800 PCN 38 R/B/W/T HIRL

Rwy 10L: VAS(V4L)—GA 3.0° TCH 53'. Thld displcd 700'. Tree.

Rwy 28R: MALSR. Tree.

Rwy 06-24: H5189X150 (ASPH) S-60, D-70, 2S-110, 2T-252, 2D-100, 2D-145, 2D/D1-281, C5-415

PCN 24 F/D/Y/T MIRL

Rwy 06: REIL. PAPI(P4L)—GA 3.0° TCH 48'. Tree.

Rwy 24: REIL. PAPI(P4L)—GA 3.0° TCH 36'. Tree.

Rwy 10R-28L: H3973X75 (ASPH) S-12.5, D-25

PCN 10 F/C/Y/T MIRL

Rwy 10R: REIL. PAPI(P2L)—GA 3.3° TCH 31'. Tree.

Rwy 28L: REIL. PAPI(P2L)—GA 3.1° TCH 30'. Stack.

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 06: TORA-5189 TODA-5189 ASDA-5189 LDA-5189

Rwy 10L: TORA-9829 TODA-10829 ASDA-9829 LDA-9129

Rwy 10R: TORA-3973 TODA-3973 ASDA-3973 LDA-3973

Rwy 24: TORA-5189 TODA-5189 ASDA-5189 LDA-5189

Rwy 28L: TORA-3973 TODA-3973 ASDA-3973 LDA-3973

Rwy 28R: TORA-9829 TODA-10529 ASDA-9129 LDA-9129

MILITARY SERVICE: IASU 2(A/M32A-86) 1(AM32A-60) 1(MA-1A) FUEL J8(Mil) A, A+ (Niagara Falls Aviation doing business as Tech Aviation, C716-298-9307.) FLUID SP LOX

OIL O-148(Mil)

AIRPORT REMARKS: Attended continuously. CAUTION: Heavy concentrations of gulls, blackbirds, starlings up to 5000' AGL on and in/ovf arpt. Class I, ARFF Index B. ARFF Index E equipment coverage provided. Acft with seating capacity in excess of 30 passenger authorized only use of Rwy 10L-28R. Extensive aircraft activity operating in/ovf US/Canadian falls all altitudes. Night vision device ops periodically conducted in the arpt t/c area. Military assault landing zone and basic markings with aiming points Rwy 06. Military assault landing zone and basic markings with aiming points Rwy 24. Rwy 28 rollout end of rwy—last 900' not grvd. Twy E clsd indef from Rwy 10L-28R to Rwy 06-24. Twy E restricted to 12,500 pounds or less. Twy E pavement spalling between Twy C and Twy D. Twy E clsd permanently btn Twy C and Twy D. When twr clsd ACTIVATE MALSR Rwy 28R HIRL 10L-28R, MIRL Rwy 06-24, MIRL Rwy 10R-28L, REIL and PAPI Rwy 06, Rwy 24, Rwy 10R, and Rwy 28L and twy lgtS—CTAF. SSALR Rwy 28R preset med ints. Ldg fee. Parking fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Recommended VFR Flight Procedures.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** All military acft opr rstd during Bird Watch Condition Moderate (tkf and ldg permission only when dep/arr route avoids identified bird activity, no local IFR/VFR t/c pattern activity) and Severe (tkf and ldg prohibited without OG/CC approval), etc Comd Post for current Bird Watch Condition. **CSTMS/AG/IMG** Avbl for all Mil with 72 hr prior notice. Crew, passenger, cargo origin, destination and pre-cleared information rqr 1 hr prior ldg. Ctc 914th OSF, SSI/OSA DSN 238-2176, C717-236-2176, fax DSN 238-2380, C716-236-2380 for rstd information and rqr ppr. **MISC** Local mission acft have priority for de-icing; full acft de-icing for C-17 and C-5 acft not avbl. All military acft only minimal classified materials avbl, aircrews should arrive with appropriate amount to complete their mission. For current Mil Rwy Condition Reading (RCR) call or ctc 914 AW comdpost, 914 AW base ops, or 107 ANG comd post. **AFRC** PPR ctc Base OPS DSN 238-2176 during normal duty hrs Mon-Fri 1215-2100Z† except holidays, and Unit Training Assembly (UTA). Base OPS svc Sun 1230-2130Z†, Mon-Fri 1200-0400Z† (except Federal holidays), clsd Sat except 914 AW UTA. Minimum altitude over Niagara Falls scenic falls is 3500'. No fleet svc avbl. **ANG** PPR, ctc 107th Comd Post DSN 238-3470 during normal duty hrs weekdays 1200-2130Z†, except holidays.

WEATHER DATA SOURCES: ASOS (C 716) 297-6984.

COMMUNICATIONS: CTAF: 118.5 ATIS 120.8 269.4 UNICOM 122.95 PTD (HORSESHOE) 371.25

Ⓡ **BUFFALO APP DEP/CON** 126.5 317.6

TOWER 118.5 349.0 (1200-0400Z†) **GND CON** 121.7 257.8 **CLNC DEL** 119.25 251.1

914 AG COMD POST (CARBONATE) 340.025 **ANG OPS (FUZZY)** 261.9

AIRSPACE: CLASS D svc 1200-0400Z† other times CLASS E.

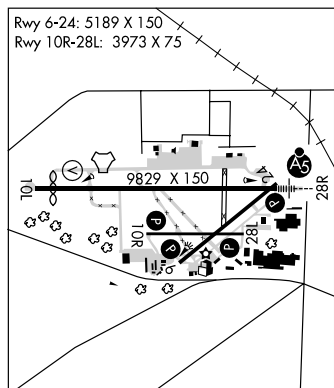
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

BUFFALO (H) VOR/DME 116.4 BUF Chan 111 N42°55.74' W78°38.78' 317° 17 NM to fld. 730/8W.

(T) TACAN Chan 47 IAG (111.0) N43°06.75' W78°57.61' at fld. 600/10°W.

KATHI NDB (LOM) 329 IA N43°06.54' W78°50.30' 279° 4.7 NM to fld. Unmonitored when twr clsd.

ILS 110.1 I-IAG Rwy 28R. Class IE. LOM KATHI NDB. Unmonitored when twr clsd.



NE-2. 23 SEP 2010 to 21 OCT 2010

ILS or LOC RWY 28R

NIAGARA FALLS INTL (IAG)

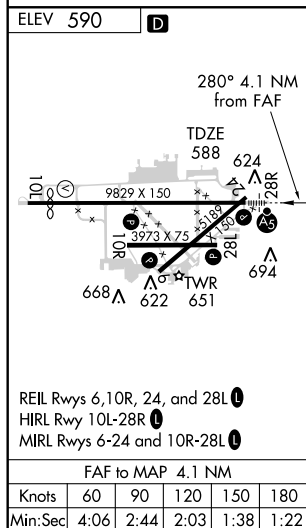
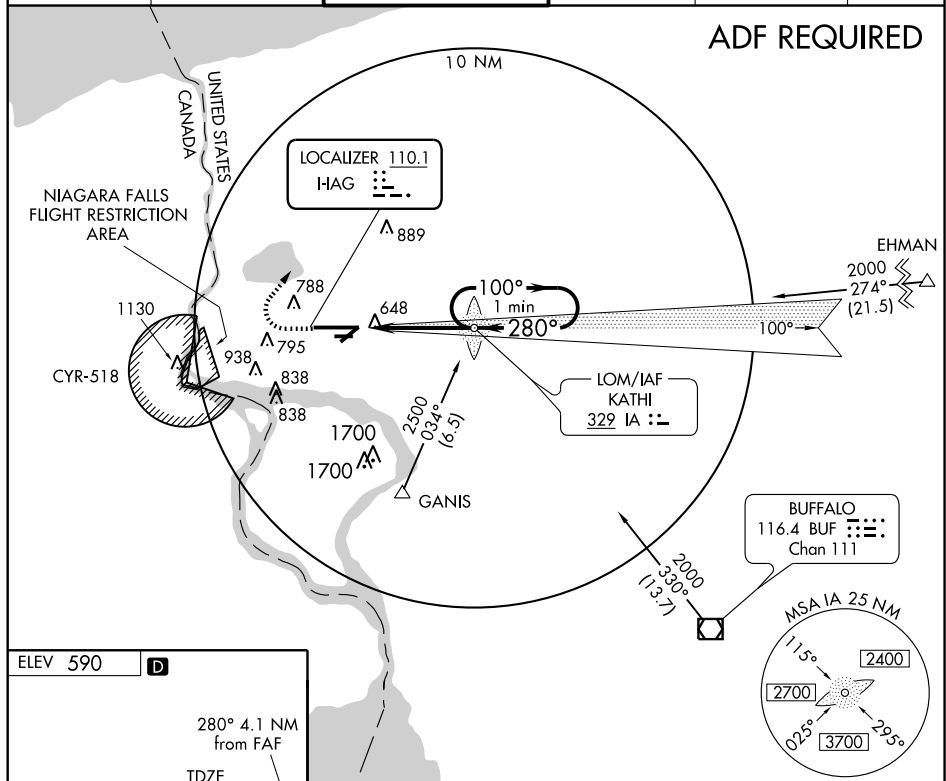
| | | | |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-IAG 110.1 | APP CRS 280° | Rwy ldg TDZE Apt Elev | 9129 588 590 |
|---------------------------|------------------------|-----------------------------|---|



MISSED APPROACH: Climb to 1200, then climbing right turn to 3200 via heading 050°, then direct IA LOM and hold.

| | | | | | |
|----------------------------|---------------------------------------|---|-------------------------------|---------------------------------|-------------------------|
| ATIS 120.8 269.4 | BUFFALO APP CON 126.5 317.6 | NIAGARA TOWER★ 118.5 (CTAF) 349.0 | GND CON 121.7 275.8 | CLNC DEL 119.25 251.1 | UNICOM 122.95 |
|----------------------------|---------------------------------------|---|-------------------------------|---------------------------------|-------------------------|

ADF REQUIRED



| | | | | | | | | | |
|------------------------------|--|--|---------------------------|--------------------------------|-------------------------|---------------------------------------|--|-----------------------|--|
| <div>1200</div> <div>↑</div> | | <div>3200</div> <div>↷</div> <div>HDG 050°</div> | <div>IA</div> <div></div> | <div>LOM</div> <div>1763</div> | | <div>One Minute Holding Pattern</div> | | | |
| <div></div> | | | | | | | | | |
| CATEGORY | | A | | B | | C | | D | |
| S-ILS 28R | | 788/24 200 (200-½) | | | | | | | |
| S-LOC 28R | | 900/24 312 (400-½) | | | | | | 900/40 312 (400-¾) | |
| CIRCLING | | 1100-1 510 (600-1) | | | 1100-1½ 510 (600-1½) | | | 1180-2 590 (600-2) | |

NDB or GPS RWY 28R

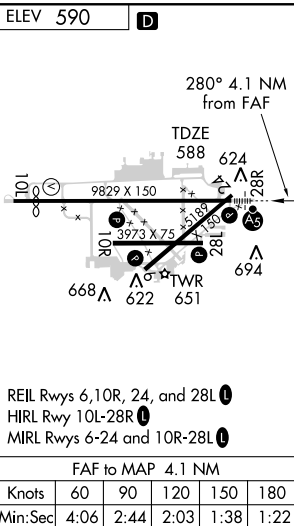
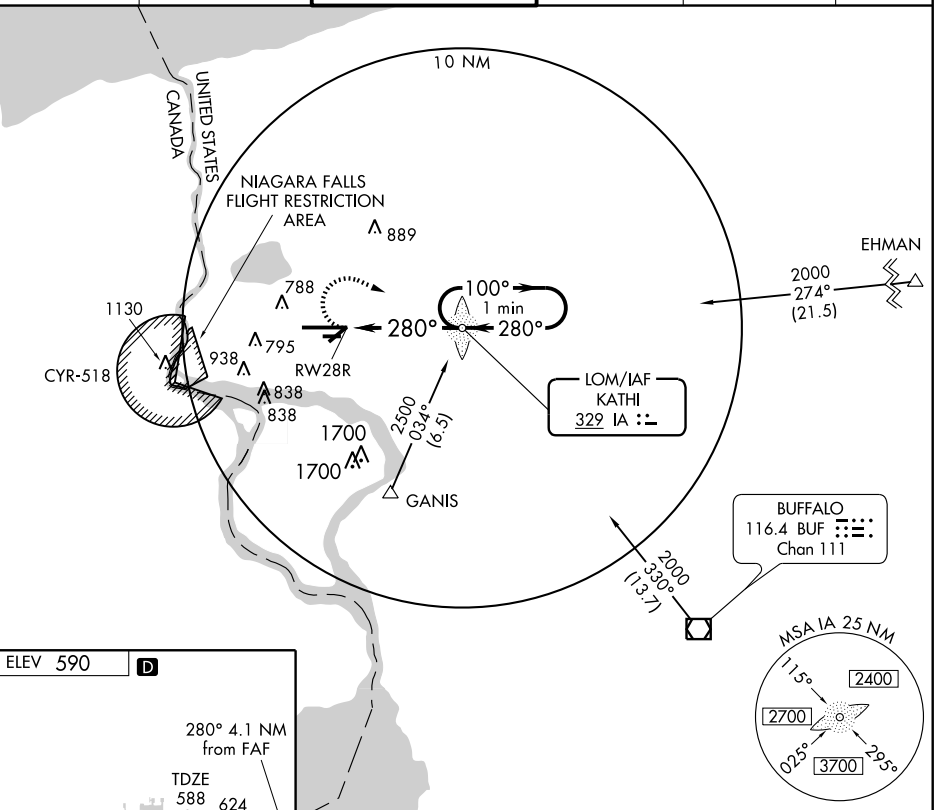
NIAGARA FALLS INTL (IAG)

| | | | |
|----------------------|------------------------|-----------------------------|---|
| LOM IA 329 | APP CRS 280° | Rwy ldg TDZE Apt Elev | 9129 588 590 |
|----------------------|------------------------|-----------------------------|---|



MISSED APPROACH: Climbing right turn to 3200 direct IA LOM and hold.

| | | | | | |
|----------------------------|---------------------------------------|---|-------------------------------|---------------------------------|-------------------------|
| ATIS 120.8 269.4 | BUFFALO APP CON 126.5 317.6 | NIAGARA TOWER★ 118.5 (CTAF) 349.0 | GND CON 121.7 275.8 | CLNC DEL 119.25 251.1 | UNICOM 122.95 |
|----------------------------|---------------------------------------|---|-------------------------------|---------------------------------|-------------------------|



| | | | | | |
|----------|---------------------|---|----------------------|---------------------|--------------------|
| | | One Minute Holding Pattern | | | |
| | | <p>LOM</p> <p>100° → 2000</p> <p>← 280°</p> <p>1800</p> <p>280°</p> <p>4.1 NM</p> | | | |
| CATEGORY | A | B | C | D | |
| S-28R | 1000/40 412 (500-¾) | | | 1000/50 412 (500-1) | |
| CIRCLING | 1100-1 510 (600-1) | | 1100-1½ 510 (600-1½) | | 1180-2 590 (600-2) |

NDB or GPS RWY 28R

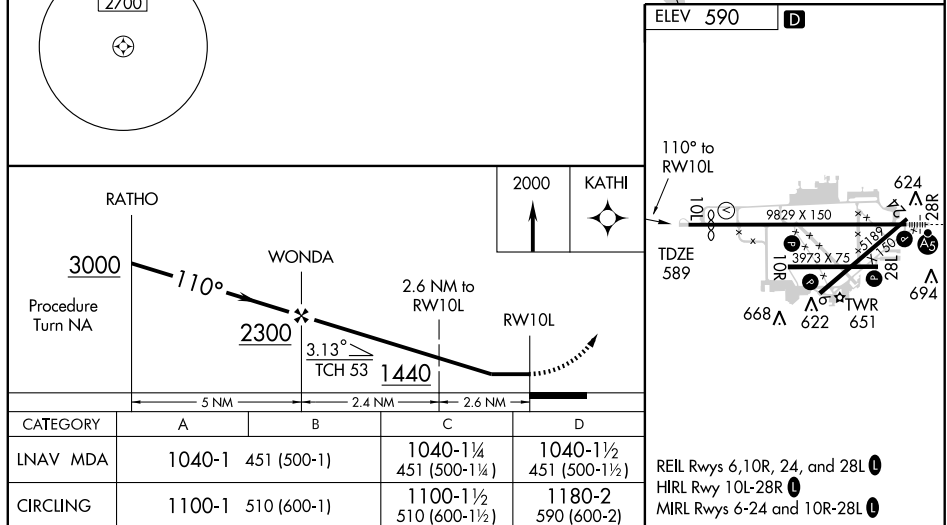
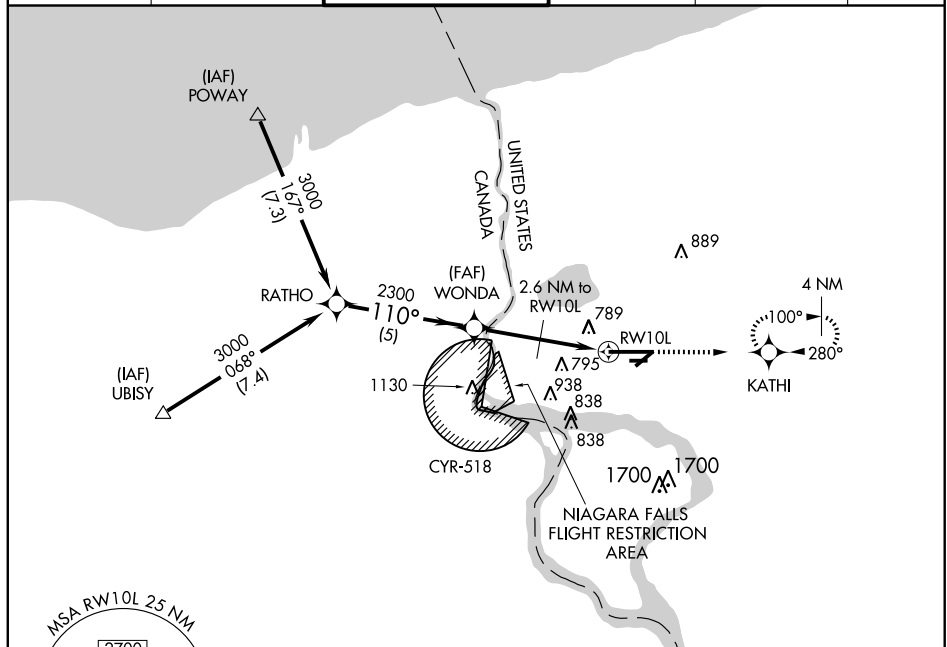
RNAV (GPS) RWY 10L

NIAGARA FALLS INTL (IAG)

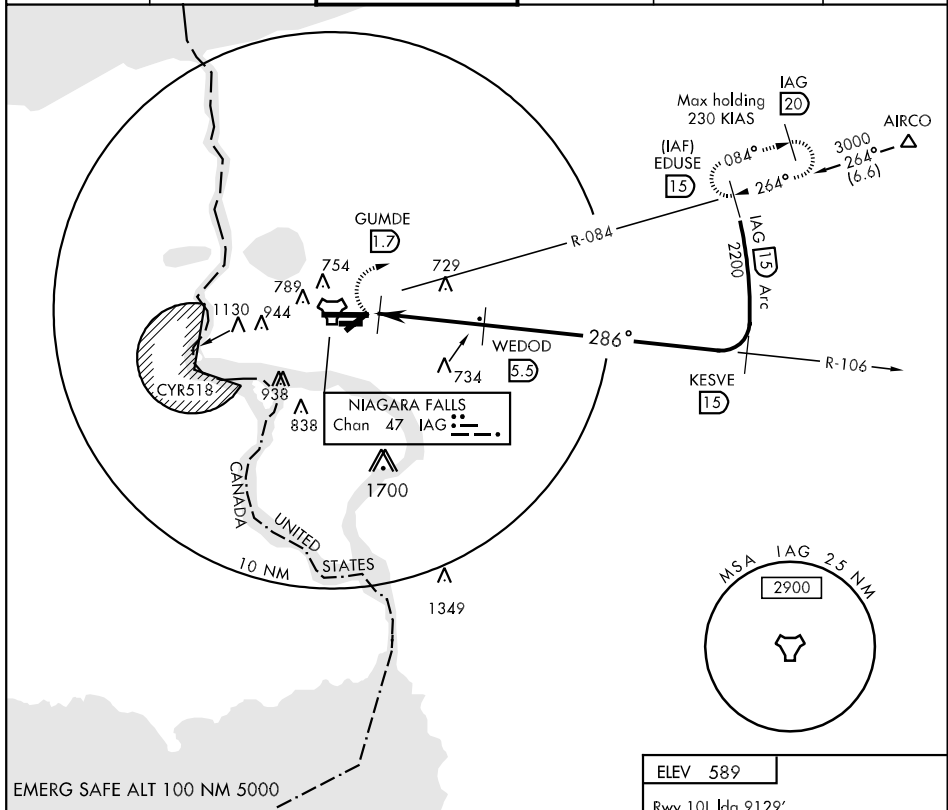
| | |
|------------------------|---|
| APP CRS 110° | Rwy Idg 9129 TDZE 589 Apt Elev 590 |
|------------------------|---|

| | | |
|----------------------|--|---|
| <p>▼</p> <p>▲ NA</p> | <p>GPS or RNP-0.3 required. DME/DME RNP -0.3 NA.</p> | <p>MISSED APPROACH: Climb to 2000 direct KATHI WP and hold.</p> |
|----------------------|--|---|

| | | | | | |
|----------------------------|---------------------------------------|---|-------------------------------|---------------------------------|-------------------------|
| ATIS 120.8 269.4 | BUFFALO APP CON 126.5 317.6 | NIAGARA TOWER★ 118.5 (CTAF) 0 349.0 | GND CON 121.7 275.8 | CLNC DEL 119.25 251.1 | UNICOM 122.95 |
|----------------------------|---------------------------------------|---|-------------------------------|---------------------------------|-------------------------|



| | | | | | | |
|---|---------------------------------------|--|-------------------------------|---|-------------------------|--|
| TACAN IAG Chan 47 | APCH CRS 286° | Rwy Idg 9129 TDZE 588 Arpt Elev 589 | AL-614 [USAF] | NIAGARA FALLS INTL (KIAG) | | |
| ▼ *When MALSR inop, increase vis CATS ABCE ½ mile, and CAT D ½ mile. ** Circling NA for CAT E south of runway 10L-28R. | | | MALSR | MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via heading 100° and IAG R-084 to EDUSE 15 DME and hold. | | |
| ATIS 120.8 269.4 | BUFFALO APP CON 126.5 317.6 | NIAGARA TOWER ★ 118.5 (CTAF) 0 349.0 | GND CON 121.7 275.8 | CLNC DEL 119.25 251.1 | UNICOM 122.95 | |



1000

3000

↑

hdg
100°

TACAN

GUMDE

1.7

WEDOD

5.5

2000

KESVE R-106

15

2200

286°

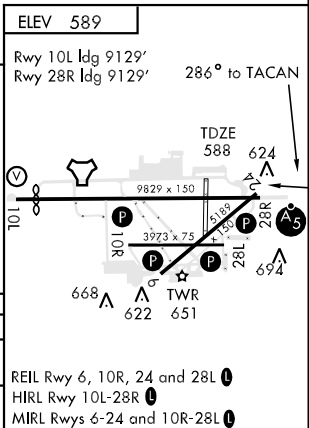
3.00°

TCH 55

0.5

3.8 NM

| CATEGORY | A | B | C | D | E |
|-------------|--------|-------------|-------------------------|------------------------|------------------------|
| S-28R * | 980/24 | 392 | (400-½) | 980/50 | 392 (400-1) |
| CIRCLING ** | 1100-1 | 511 (600-1) | 1100-1½ 511(600- 1½) | 1360-2½ 771(800-2½) | 1360-2¾ 771(800-2¾) |



NORWICH

LT. WARREN EATON (OIC) 2 N UTC-5(-4DT) N42°33.99' W75°31.45'

1025 B S4 FUEL 100LL, JET A OX 4 NOTAM FILE OIC

RWY 01-19: H4724X75 (ASPH-GRVD) S-30 HIRL 0.3% up N

RWY 01: REIL. PAPI(P2L)—GA 4.0° TCH 40'.

RWY 19: REIL. PAPI(P2L)—GA 3.00° TCH 38'. Thld displaced 440'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA-4724 TODA-4724 ASDA-4390 LDA-4205

RWY 19: TORA-4724 TODA-4724 ASDA-4539 LDA-4205

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z, Sat-Sun 1300-2100Z. CLOSED Christmas. Geese and deer on and invof arpt. Rwy 19 has 15 ft dropoff 30 ft from thld on west side. Rwy safety areas have depressions in surface. PAPI Rwy 01 unusable. PAPI Rwy 19 unusable 5° left of centerline. ACTIVATE HIRL Rwy 01-19, PAPI and REIL Rwy 01 and Rwy 19—CTAF. South parallel twy not lgtd. Overnight tie-down fee.

WEATHER DATA SOURCES: AWOS-3 119.025 (607) 336-8583.

COMMUNICATIONS: CTAF/UNICOM 122.8

ROCKDALE RCO 122.1R 112.6T (BUFFALO RADIO)

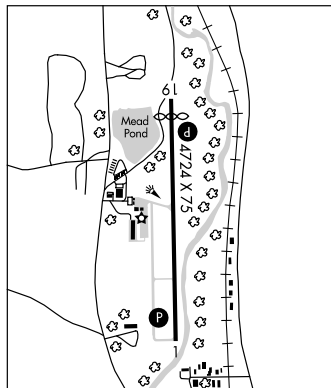
BOSTON CENTER APP/DEP CON 133.25

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

ROCKDALE (L) VOR/DME 112.6 RKA Chan 73 N42°27.98'

W75°14.35' 307° 14 NM to fld. 2032/11W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.



OGDENSBURG INTL (OGS) 2 SE UTC-5(-4DT) N44°40.91' W75°27.93'

297 B FUEL 80, 100LL, JET A AOE Class II, ARFF Index A NOTAM FILE OGS

RWY 09-27: H5200X150 (ASPH-GRVD) S-44, D-50, 2D-77 HIRL

RWY 09: PAPI(P4L)—GA 3.0° TCH 45'. Tree.

RWY 27: MAL S. PAPI(P4L)—GA 3.0° TCH 45'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-5200 TODA-5200 ASDA-5200 LDA-5200

RWY 27: TORA-5200 TODA-5200 ASDA-5200 LDA-5200

AIRPORT REMARKS: Attended Mon-Fri 1300-2130Z. For attendant after 2130Z call 315-393-1022. Self service 100LL avbl 24 hrs daily. Birds and deer on or invof arpt. ACTIVATE HIRL Rwy 09-27, MAL S Rwy 27, VASI Rwy 09 and 27, and twy lgts—CTAF. PPR 24 hours for air carrier ops with more than 30 passenger seats; call arpt manager 315-393-4721. Ldg fee. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: AWOS-3 118.525 (315) 393-8982.

COMMUNICATIONS: CTAF/UNICOM 122.8

OGDENSBURG RCO 122.4 (BURLINGTON RADIO)

BOSTON CENTER APP/DEP CON 135.25

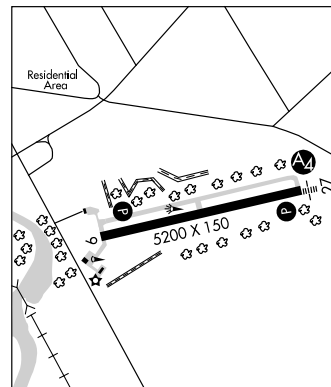
RADIO AIDS TO NAVIGATION: NOTAM FILE MSS.

MASSENA (H) VORTACW 114.1 MSS Chan 88 N44°54.87'

W74°43.36' 261° 34.7 NM to fld. 200/14W. HIWAS.

OGIVE NDB (LOM) 358 OG N44°42.09' W75°21.18' 269° 5.0 NM to fld. Unmonitored.

ILS/DME 110.7 I-OGS Chan 44 Rwy 27. LOM OGIVE NDB. LOC only. LOC and LOM unmonitored.



OGIVE N44°42.09' W75°21.18' NOTAM FILE OGS.

NDB (LOM) 358 OG 269° 5.0 NM to Ogdensburg Intl. Unmonitored.

OLCOTT-NEWFANE (D80) 2 SW UTC-5(-4DT) N43°19.25' W78°43.74'

315 B S4 FUEL 80, 100LL, MOGAS NOTAM FILE BUF

RWY 06-24: 2408X30 (TURF-GRVL) LIRL

RWY 06: Trees. RWY 24: Brush.

RWY 09-27: 2500X60 (TURF)

RWY 09: Trees. RWY 27: Building.

AIRPORT REMARKS: Attended daylight hours. Arpt CLOSED indef. Ultralight activities on arpt. Deer on and invof arpt.

P-line off end of Rwy 24 and 27; +35 ft high as close as 250 ft from rwy end on centerline. Rwy 06-24 has loose aggregate. ACTIVATE LIRL Rwy 06-24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

NEW YORK

L-32F

IAP

MONTREAL

H-11C, 12K, L-32G

IAP

DETROIT

APP CRS **014°**
 Rwy Idg **4205**
 TDZE **1023**
 Apt Elev **1025**

RNAV (GPS) RWY 1
 NORWICH / LT. WARREN EATON (OIC)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ NA When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet.
 VDP NA when using Binghamton altimeter setting.

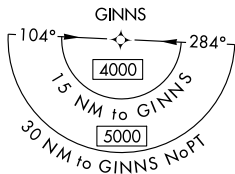
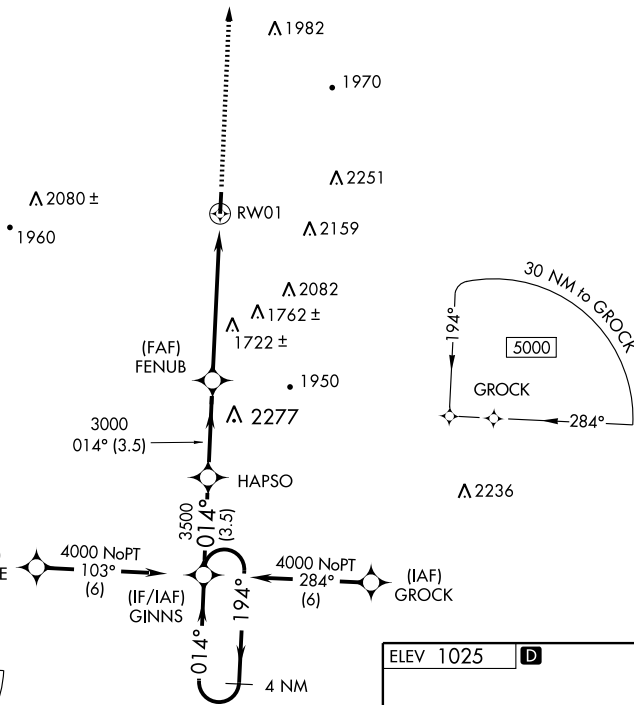
MISSED APPROACH: Climb to 4000 direct HESOD and hold.

AWOS-3
119.025

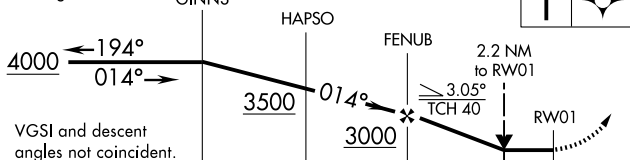
BOSTON CENTER
133.25 279.5

UNICOM
122.8 (CTAF) 0

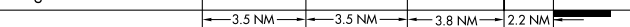
MISSED APCH FIX



4 NM
 Holding Pattern



VGSI and descent angles not coincident.



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|-------------------------|-------------------------|
| RNAV MDA | 1980-1¼ 957 (1000-1¼) | 1980-1½ 957 (1000-1½) | 1980-3 957 (1000-3) | 1980-3 957 (1000-3) |
| CIRCLING | 2140-1¼ 1115 (1200-1¼) | 2160-1½ 1135 (1200-1½) | 2160-3 1135 (1200-3) | 2220-3 1195 (1200-3) |

ELEV 1025

D



014° to RW01

REIL Rwy 1 and 19
 HIRL Rwy 1-19

APP CRS **194°**
Rwy Idg **4205**
TDZE **1025**
Apt Elev **1025**

RNAV (GPS) RWY 19

NORWICH / LT. WARREN EATON (OIC)

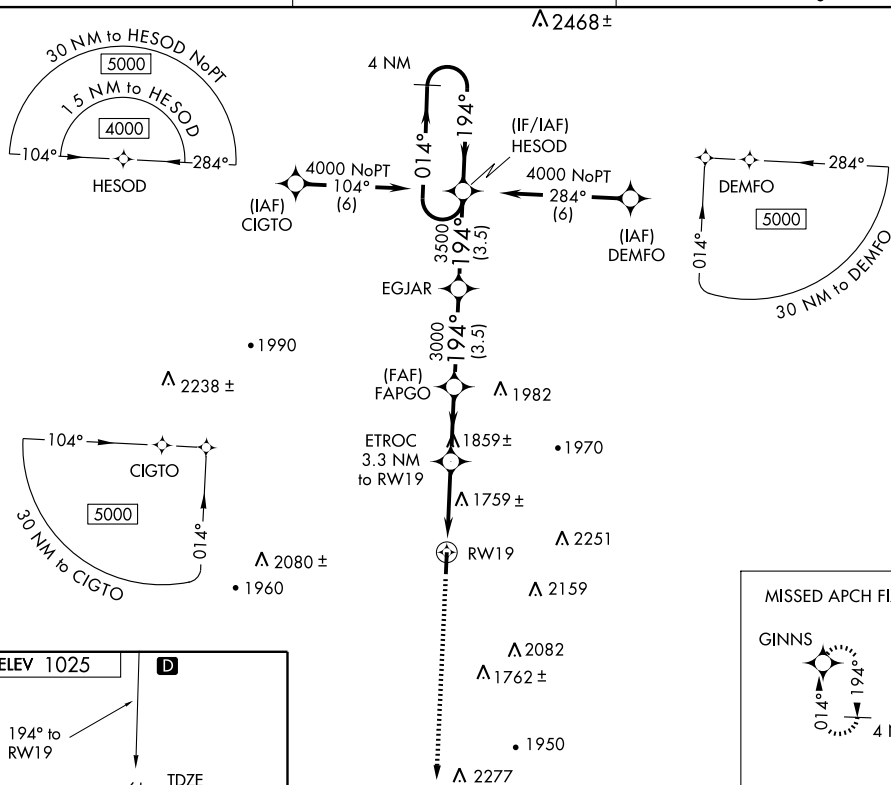
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet.
Cat D straight-in minima NA when using Binghamton altimeter setting.

MISSED APPROACH: Climb to 4000 direct GINNS and hold.

AWOS-3
119.025

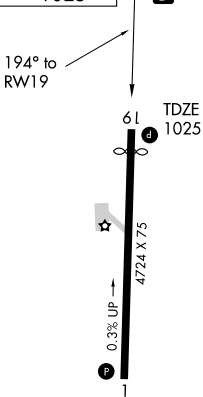
BOSTON CENTER
133.25 279.5

UNICOM
122.8 (CTAF) 0



ELEV 1025

D



| | | | | | | | | |
|----------|---------------------------|--|---------------------------|--|-------------------------|--|-------------------------|--|
| CATEGORY | A | | B | | C | | D | |
| | LNAV MDA | | LNAV MDA | | LNAV MDA | | LNAV MDA | |
| CIRCLING | 2020-1¼ 995 (1000-1¼) | | 2020-1½ 995 (1000-1½) | | 2020-3 1135 (1200-3) | | 995 (1000-3) | |
| | 2140-1¼ 1115 (1200-1¼) | | 2160-1½ 1135 (1200-1½) | | 2160-3 1135 (1200-3) | | 2220-3 1195 (1200-3) | |

HIRL Rwy 1-19
REIL Rws 1 and 19

| | | | |
|---|------------------------|--|--------------------------|
| VOR/DME RKA 112.6 Chan 73 | APP CRS 307° | Rwy ldg TDZE Apt Elev 1025 | N/A N/A |
|---|------------------------|--|--------------------------|

VOR/DME-A

NORWICH / LT. WARREN EATON (OIC)



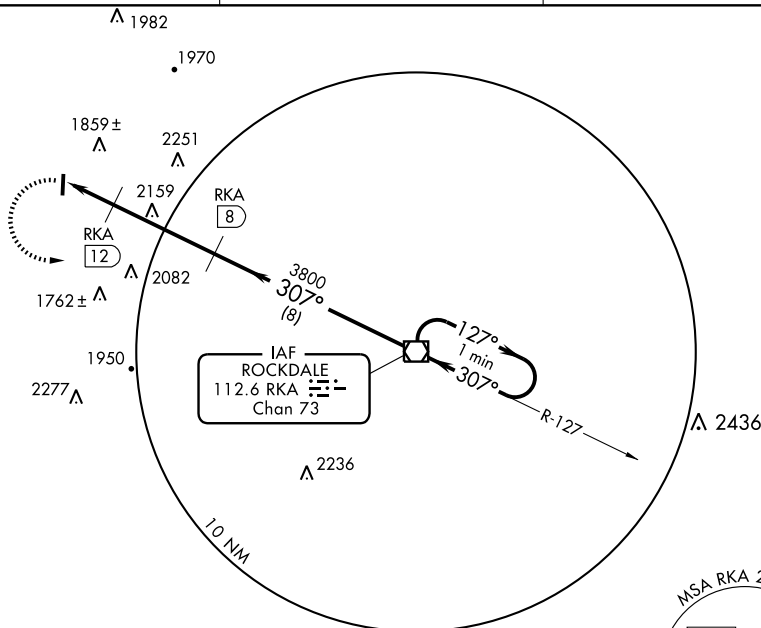
If local altimeter setting not received, use Greater Binghamton altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climbing left turn to 3800, direct RKA VOR/DME and hold.

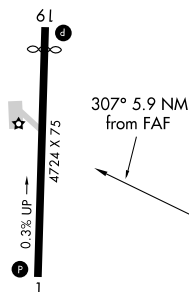
AWOS-3
119.025

BOSTON CENTER
133.25 279.5

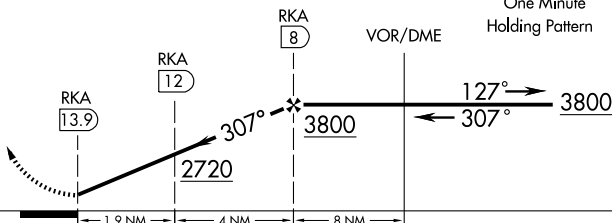
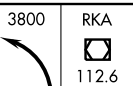
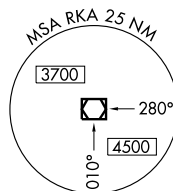
UNICOM
122.8 (CTAF) 0



ELEV 1025

D

NoPT for arrivals on RKA VOR/DME
airway radials 086 CW 155.



HIRL Rwy 1-19 **0**
REIL Rws 1 and 19 **0**

NORWICH, NEW YORK
Amdt 4 08325

NORWICH / LT. WARREN EATON (OIC)

42°34'N - 75°31'W

VOR/DME-A

NORWICH

LT. WARREN EATON (OIC) 2 N UTC-5(-4DT) N42°33.99' W75°31.45'

1025 B S4 FUEL 100LL, JET A OX 4 NOTAM FILE OIC

RWY 01-19: H4724X75 (ASPH-GRVD) S-30 HIRL 0.3% up N

RWY 01: REIL. PAPI(P2L)—GA 4.0° TCH 40'.

RWY 19: REIL. PAPI(P2L)—GA 3.00° TCH 38'. Thld displaced 440'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA-4724 TODA-4724 ASDA-4390 LDA-4205

RWY 19: TORA-4724 TODA-4724 ASDA-4539 LDA-4205

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z, Sat-Sun 1300-2100Z. CLOSED Christmas. Geese and deer on and invof arpt. Rwy 19 has 15 ft dropoff 30 ft from thld on west side. Rwy safety areas have depressions in surface. PAPI Rwy 01 unusable. PAPI Rwy 19 unusable 5° left of centerline. ACTIVATE HIRL Rwy 01-19, PAPI and REIL Rwy 01 and Rwy 19—CTAF. South parallel twy not lgtd. Overnight tie-down fee.

WEATHER DATA SOURCES: AWOS-3 119.025 (607) 336-8583.

COMMUNICATIONS: CTAF/UNICOM 122.8

ROCKDALE RCO 122.1R 112.6T (BUFFALO RADIO)

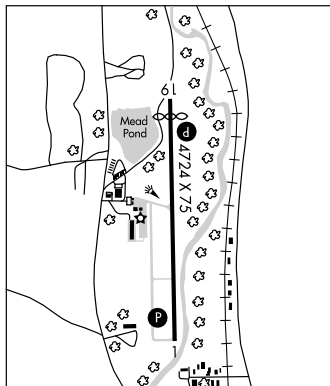
BOSTON CENTER APP/DEP CON 133.25

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

ROCKDALE (L) VOR/DME 112.6 RKA Chan 73 N42°27.98'

W75°14.35' 307° 14 NM to fld. 2032/11W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.



OGDENSBURG INTL (OGS) 2 SE UTC-5(-4DT) N44°40.91' W75°27.93'

297 B FUEL 80, 100LL, JET A AOE Class II, ARFF Index A NOTAM FILE OGS

RWY 09-27: H5200X150 (ASPH-GRVD) S-44, D-50, 2D-77 HIRL

RWY 09: PAPI(P4L)—GA 3.0° TCH 45'. Tree.

RWY 27: MAL S. PAPI(P4L)—GA 3.0° TCH 45'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-5200 TODA-5200 ASDA-5200 LDA-5200

RWY 27: TORA-5200 TODA-5200 ASDA-5200 LDA-5200

AIRPORT REMARKS: Attended Mon-Fri 1300-2130Z. For attendant after 2130Z call 315-393-1022. Self service 100LL avbl 24 hrs daily. Birds and deer on or invof arpt. ACTIVATE HIRL Rwy 09-27, MAL S Rwy 27, VASI Rwy 09 and 27, and twy lgts—CTAF. PPR 24 hours for air carrier ops with more than 30 passenger seats; call arpt manager 315-393-4721. Ldg fee. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: AWOS-3 118.525 (315) 393-8982.

COMMUNICATIONS: CTAF/UNICOM 122.8

OGDENSBURG RCO 122.4 (BURLINGTON RADIO)

BOSTON CENTER APP/DEP CON 135.25

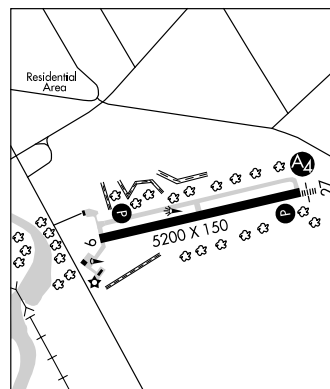
RADIO AIDS TO NAVIGATION: NOTAM FILE MSS.

MASSENA (H) VORTACW 114.1 MSS Chan 88 N44°54.87'

W74°43.36' 261° 34.7 NM to fld. 200/14W. HIWAS.

OGIVE NDB (LOM) 358 OG N44°42.09' W75°21.18' 269° 5.0 NM to fld. Unmonitored.

ILS/DME 110.7 I-OGS Chan 44 Rwy 27. LOM OGIVE NDB. LOC only. LOC and LOM unmonitored.



OGIVE N44°42.09' W75°21.18' NOTAM FILE OGS.

NDB (LOM) 358 OG 269° 5.0 NM to Ogdensburg Intl. Unmonitored.

OLCOTT-NEWFANE (D80) 2 SW UTC-5(-4DT) N43°19.25' W78°43.74'

315 B S4 FUEL 80, 100LL, MOGAS NOTAM FILE BUF

RWY 06-24: 2408X30 (TURF-GRVL) LIRL

RWY 06: Trees. RWY 24: Brush.

RWY 09-27: 2500X60 (TURF)

RWY 09: Trees. RWY 27: Building.

AIRPORT REMARKS: Attended daylight hours. Arpt CLOSED indef. Ultralight activities on arpt. Deer on and invof arpt.

P-line off end of Rwy 24 and 27; +35 ft high as close as 250 ft from rwy end on centerline. Rwy 06-24 has loose aggregate. ACTIVATE LIRL Rwy 06-24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

NEW YORK

L-32F

IAP

MONTREAL

H-11C, 12K, L-32G

IAP

DETROIT

| | | | |
|---|------------------------|---|-------------|
| LOC/DME I-OGS 110.7 Chan 44 | APP CRS 269° | Rwy Idg TDZE 297 Apt Elev 297 | 5200 |
|---|------------------------|---|-------------|

LOC RWY 27 OGDENSBURG INTL (OGS)

NA Circling to Rwy 9 NA at night. Inoperative table does not apply.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Massena altimeter setting and increase all MDA 100 feet, S-27 Cats C and D and Circling Cats B/C/D visibility ¼ mile.

MALS



MISSED APPROACH:
Climbing left turn to 2000
direct OGIVE LOM and hold.

AWOS-3

118.525

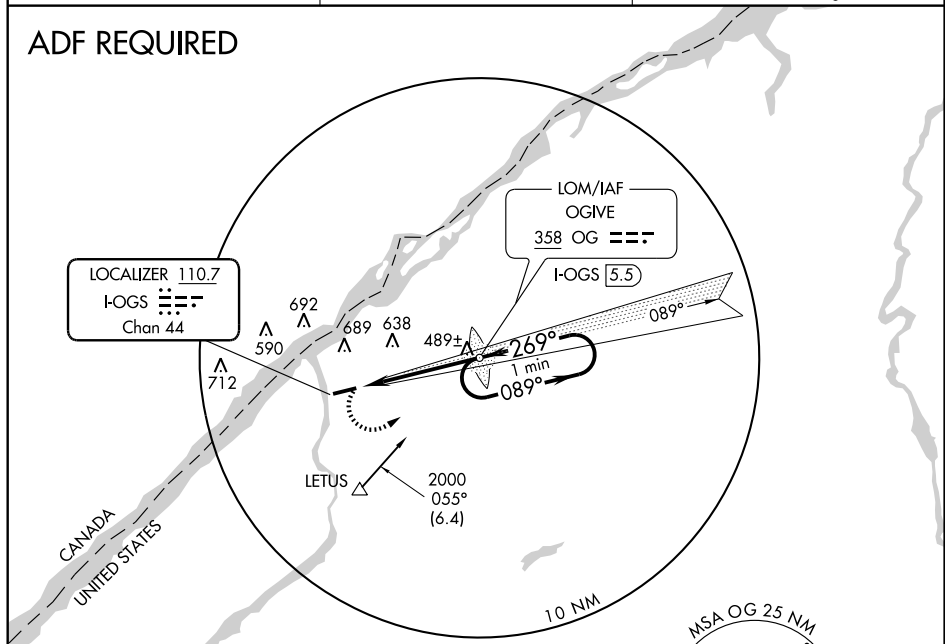
BOSTON CENTER

135.25 377.1

UNICOM

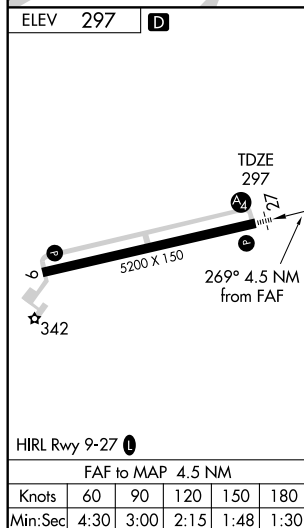
122.8 (CTAF) 1

ADF REQUIRED



ELEV **297**

D



| | | | | |
|----------|----------------------|---|------------------------|----------------------------|
| 2000 | OG | VGSI and descent angles not coincident. | LOM I-OGS 5.5 | One Minute Holding Pattern |
| | | | | |
| | | | | |
| CATEGORY | A | B | C | D |
| S-27 | 740-1 | 443 (500-1) | 740-1¼ 443 (500-1¼) | 740-1½ 443 (500-1½) |
| CIRCLING | 740-1 443 (500-1) | 1000-1 703 (800-1) | 1000-2 703 (800-2) | 1000-2¼ 703 (800-2¼) |

OGDENSBURG, NEW YORK

Amdt 3 10266

44°41'N-75°28'W

OGDENSBURG INTL (OGS)

LOC RWY 27

RNAV (GPS) RWY 27

OGDENSBURG INTL (OGS)

| | | |
|------------------------|-----------------------------|---|
| APP CRS 269° | Rwy Idg TDZE Apt Elev | 5200 297 297 |
|------------------------|-----------------------------|---|

▽ **▲** NA DME/DME RNP-0.3 NA. When VGSI inoperative, procedure NA at night. Inoperative table does not apply. When local altimeter setting not received use Massena altimeter setting and increase all MDA 100 feet and LNAV Cat C and D visibility ¼ mile and Circling Cat B, C, and D visibility ¼ mile.

MALS

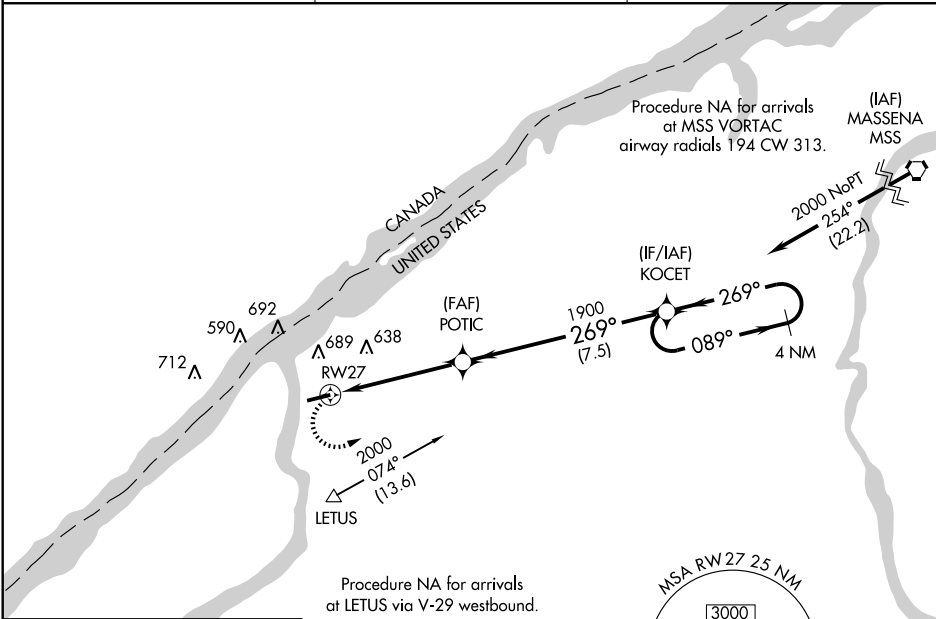


MISSED APPROACH:
Climbing left turn to 2000
direct KOCET WP and hold.

AWOS-3
118.525

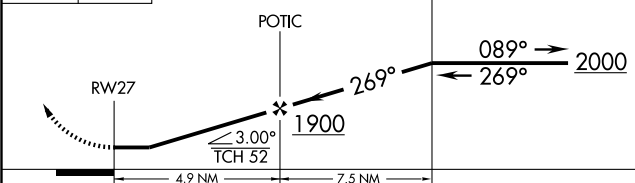
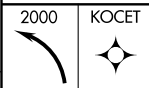
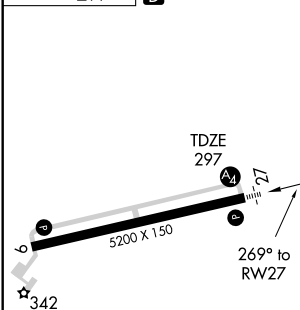
BOSTON CENTER
135.25 377.1

UNICOM
122.8 (CTAF) 0



ELEV 297

D



| CATEGORY | A | B | C | D |
|----------|---------------------|---------------------|---------------------|----------------------|
| LNAV MDA | 780 - 1 483 (500-1) | 780-1¼ 483 (500-1¼) | 780-1½ 483 (500-1½) | 780-1¾ 483 (500-1¾) |
| CIRCLING | 780-1 483 (500-1) | 1000-1 703 (800-1) | 1000-2 703 (800-2) | 1000-2¼ 703 (800-2¼) |

HIRL Rwy 9-27 **0**

OLEAN N42°17.01' W78°20.10' NOTAM FILE OLE.

DETROIT

NDB (MHW) 360 LYS 222° 3.0 NM to Cattaraugus Co-Olean. NDB unusable byd 15 NM. SHUTDOWN.

L-301

OLEAN

CATTARAUGUS COUNTY-OLEAN (OLE) 10 N UTC-5(-4DT) N42°14.48' W78°22.28'

DETROIT

2135 B **FUEL** 100LL, JET A NOTAM FILE OLE

L-301

Rwy 04-22: H4800X100 (ASPH-GRVD) S-45, D-50, 2D-46 HIRL 0.4% up SW

IAP

Rwy 04: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Thld dspcd 100'.

Trees.

Rwy 22: REIL. PAPI(P4L) TCH 40'. Thld dspcd 200'. Tree.

Rwy 16-34: 2135X100 (TURF) 0.8% up NW

Rwy 16: Tree.

Rwy 34: Tree.

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 04: TORA-4800 TODA-4800 ASDA-4600 LDA-4500

Rwy 22: TORA-4800 TODA-4800 ASDA-4700 LDA-4500

AIRPORT REMARKS: Attended 1300-2100Z†. Arpt CLOSED holidays.

Deer on and invof arpt. Terrain drops off on all rwy ends. Rwy 04 250'x250' safety area. Rwy 22 225' wide x 110' safety area. Rwy 16-34 has reflective edge and thld markings. Rwy 16-34 CLOSED winter months; soft in spring. ACTIVATE HIRL Rwy 04-22 and REIL and PAPI Rwy 04 and 22—CTAF. Snow plowing and braking action and field condition reports not avbl when arpt is not attended.

WEATHER DATA SOURCES: AWOS-3 118.375 (716) 557-2001.

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEVELAND CENTER APP/DEP CON 124.325

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

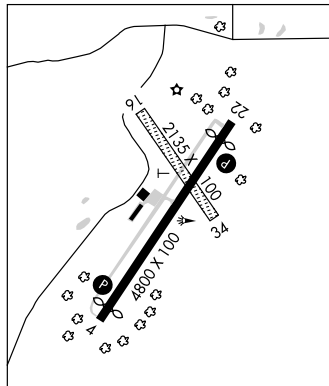
WELLSVILLE (L) VORTAC 111.4 ELZ Chan 51 N42°05.38' W77°59.97' 302° 19 NM to fld. 2296/09W.

OLEAN NDB (MHW) 360 LYS N42°17.01' W78°20.10' 222° 3.0 NM to fld. NOTAM FILE OLE.

NDB unusable byd 15 NM. SHUTDOWN.

ILS 109.3 I-OLE Rwy 22. LOC only.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.



GIERMEK EXECUTIVE (8G3) 2 SE UTC-5(-4DT) N42°04.12' W78°24.27'

DETROIT

1420 NOTAM FILE BUF

Rwy 10-28: 3150X80 (TURF)

Rwy 10: Trees.

Rwy 28: Trees.

AIRPORT REMARKS: Attended Mon-Fri 2200-0100Z†, Sat-Sun 1300-2100Z†. Deer crossing evenings. Rwy not snow plowed. Call 716-307-8966 or 716-307-3581 for conditions. Rwy 10-28 1-2' deep depression/rut located 50' from beginning of Rwy 10 rgt of centerline across rwy. Rwy 10-28 width varies 80-100'. Rwy 10-28 edges marked with white cones. Arpt CLOSED nights.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

| | | | |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-OLE 109.3 | APP CRS 223° | Rwy Idg TDZE Apt Elev | 4600 2132 2135 |
|---------------------------|------------------------|-----------------------------|---|

LOC RWY 22

OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

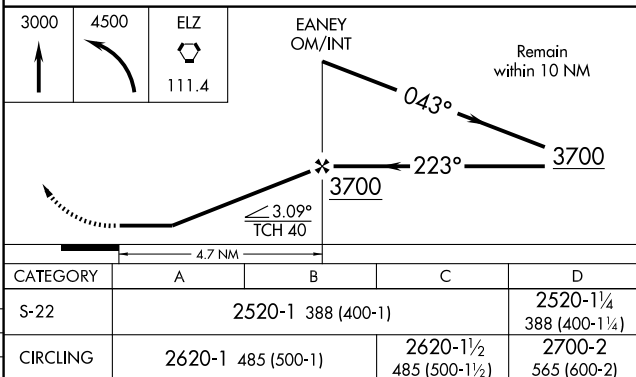
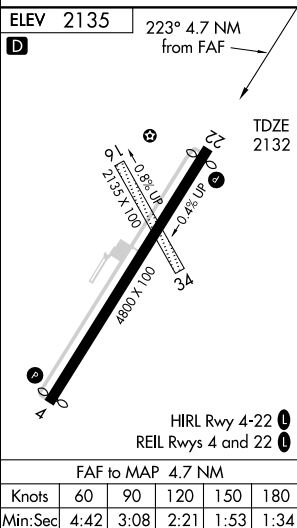
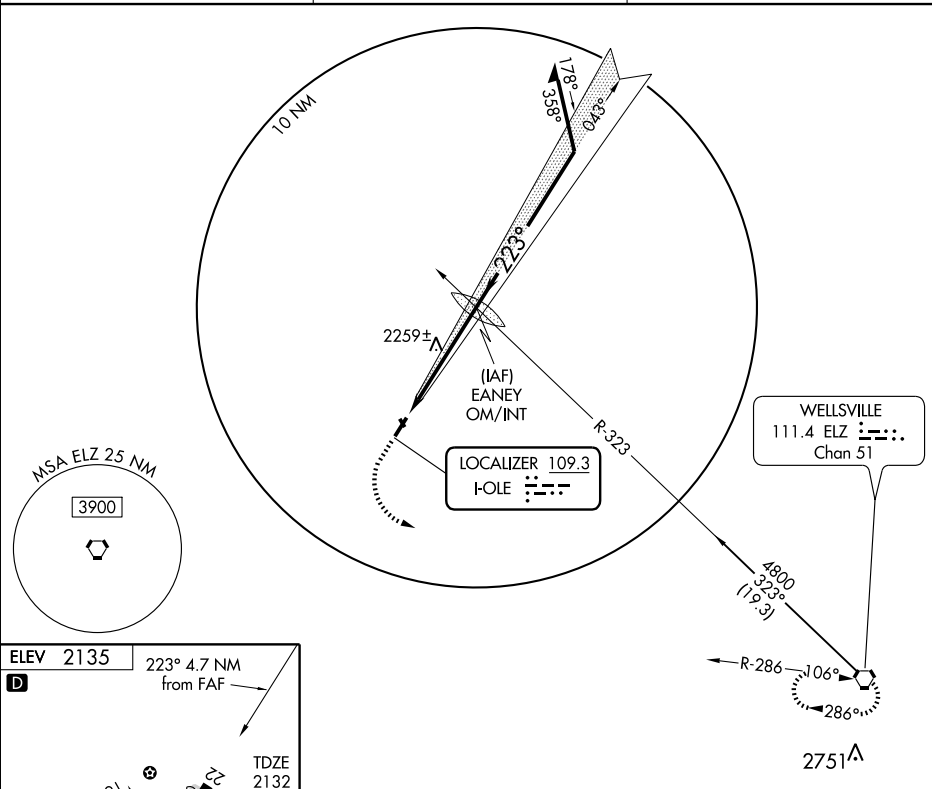
▼ When VGS1 inop, straight-in/circling Rwy 22 procedure NA at night.
 ▲ NA When local altimeter setting not received, use Bradford, PA altimeter setting and increase all MDAs 80 feet and S-22 Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 direct ELZ VORTAC and hold.

AWOS-3
118.375

CLEVELAND CENTER
124.325 353.850

UNICOM
122.8 (CTAF) 1



| | | |
|--|------------------------|---|
| WAAS CH 53401 W04A | APP CRS 043° | Rwy Idg 4700 TDZE 2132 Apt Elev 2135 |
|--|------------------------|---|

RNAV (GPS) RWY 4

OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

T DME/DME RNP-0.3 NA. When VGSI inop, circling Rwy 22 NA at night. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all DAs/MDAs 80 feet.

A NA

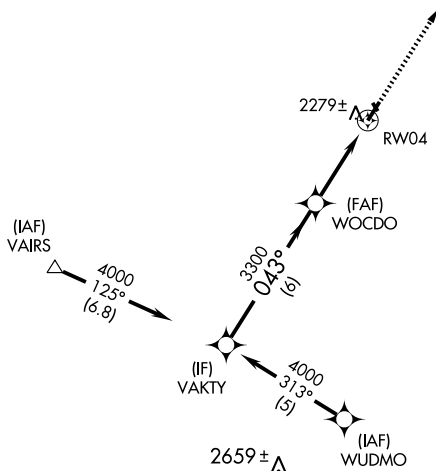
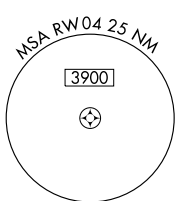
W For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). VDP and Baro-VNAV NA when using Bradford, PA altimeter setting.

MISSED APPROACH
Climb to 4000 direct
UGASE and hold.

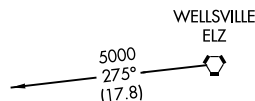
AWOS-3
118.375

CLEVELAND CENTER
124,325 353,850

UNICOM
122.8 (CTAF) **L**

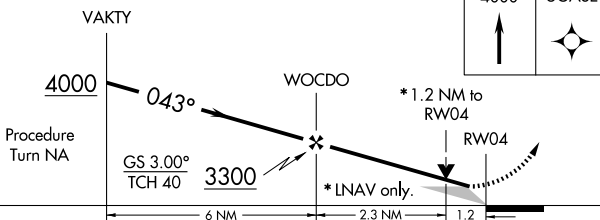


Procedure NA for arrival at ELZ VORTAC
on airway radials 246 CW 286.

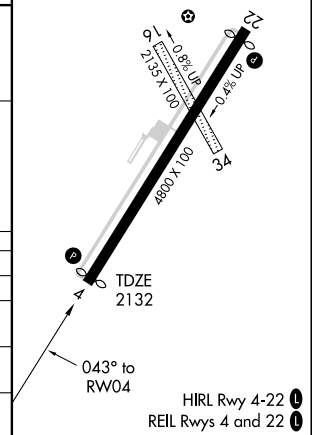


ELEV 2135

D



| CATEGORY | A | B | C | D |
|------------------|----------------------|---|-------------------------|-------------------------|
| LPV DA | 2382-1 250 (300-1) | | | |
| LNAV/ VNAV DA | 2549-1½ 417 (500-1½) | | | |
| LNAV MDA | 2560-1 428 (500-1) | | 2560-1¼ 428 (500-1¼) | 2560-1½ 428 (500-1½) |
| CIRCLING | 2620-1½ 485 (500-1½) | | | 2700-2 565 (600-2) |



CLEAN, NEW YORK

Amdt 1 09295

OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

42°14'N - 78°22'W

RNAV (GPS) RWY 4

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 99401 W22A | APP CRS 223° | Rwy Idg TDZE Apt Elev | 4600 2132 2135 |
|--|------------------------|-----------------------------|---|

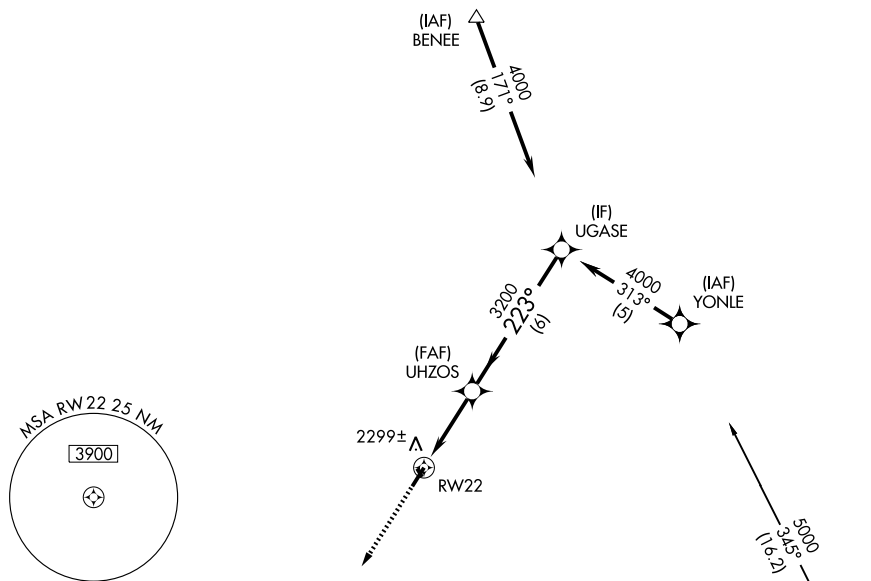
RNAV (GPS) RWY 22

OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

T DME/DME RNP-0.3 NA. When VGSI inop, straight-in/circling Rwy 22 procedure NA at night. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 43°C (110°F). Baro-VNAV NA when using Bradford, PA altimeter setting. Visibility reduction by helicopters NA.

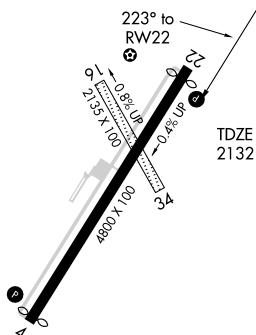
MISSED APPROACH: Climb to 4000 direct VAKTY and hold.

| | | |
|--------------------------|--|---------------------------------|
| AWOS-3 118.375 | CLEVELAND CENTER 124.325 353.850 | UNICOM 122.8 (CTAF) 0 |
|--------------------------|--|---------------------------------|



ELEV 2135

D



HIRL Rwy 4-22 **0**
REIL Rwy 4 and 22 **0**

MISSED APCH FIX
VAKTY
4043
223°
4 NM

Procedure NA for arrival at ELZ VORTAC
on airway radials 286 CW 024.

2636

WELLSVILLE
ELZ

4000

↑

VAKTY

UHZOS

223°

3200

GS 3.00°

TCH 40

UGASE

4000

Procedure Turn NA

RW22

3.3 NM

6 NM

| CATEGORY | A | B | C | D |
|------------------|----------------------|-------------|-------------------------|-------------------------|
| LPV DA | 2382-1 | | 250 (300-1) | |
| LNAV/ VNAV DA | 2569-1½ | | 437 (500-1½) | |
| LNAV MDA | 2560-1 | 428 (500-1) | 2560-1¼ 428 (500-1¼) | 2560-1½ 428 (500-1½) |
| CIRCLING | 2620-1½ 485 (500-1½) | | | 2700-2 565 (600-2) |

OLEAN, NEW YORK

Amdt 1 09295

OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

42°14'N - 78°22'W

RNAV (GPS) RWY 22

ONEONTA MUNI (N66) 3 N UTC-5(-4DT) N42°31.49' W75°03.87'

1763 B S4 FUEL 100LL, JET A NOTAM FILE BUF

RWY 06-24: H4200X75 (ASPH) S-12 MIRL 0.3% up SW

RWY 06: REIL. VASI(V4R)—GA 3.0° TCH 55'. Tree.

RWY 24: MALS. REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Attended 1300-2200Z±. Bcn twr partially obscured by trees. Rwy 24 REIL OTS indef. ACTIVATE REIL Rwy 06-24, VASI Rwy 06, PAPI Rwy 24, and MALS Rwy 24-122.8. MIRL Rwy 06-24 opr SS-SR.

WEATHER DATA SOURCES: AWOS-3 119.575 (607) 643-0253.

COMMUNICATIONS: CTAF/UNICOM 122.8

ROCKDALE RCO 122.1R 112.6T (BUFFALO RADIO)

BOSTON CENTER APP/DEP CON 133.25

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

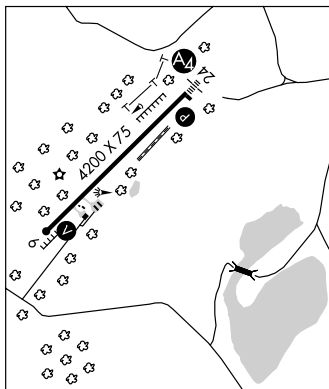
ROCKDALE (L) VOR/DME 112.6 RKA Chan 73 N42°27.98'

W75°14.35' 077° 8.5 NM to fld. 2032/11W.

KRING NDB (LOM) 279 OZ N42°35.08' W74°59.18' 236° 5.0 NM to fld.

ILS 108.9 I-OZX Rwy 24 LOM KRING NDB. LOC only. LOC unusable 0.6 NM inbound to thld.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.



NEW YORK
L-326, 33A
IAP

ORANGE CO (See MONTGOMERY)

ORCHY N40°51.98' W73°48.21' NOTAM FILE LGA.

NDB (LOM) 385 UR 222° 6.2 NM to La Guardia. Unusable 140°-210° beyond 11 NM.

OSWEGO CO (See FULTON)

OTIMS N41°26.71' W74°17.47' NOTAM FILE ISP.

NDB (LOM) 353 MG 031° 4.1 NM to Orange Co.

OVID (D82) 2 SE UTC-5(-4DT) N42°39.29' W76°47.78'

1062 NOTAM FILE BUF

RWY 01R-19L: 2800X40 (ASPH-GRVL)

RWY 01R: Trees. RWY 19L: Trees.

RWY 01L-19R: 2200X60 (TURF)

RWY 01L: Trees. RWY 19R: Trees.

AIRPORT REMARKS: Attended Apr-Nov dawn-dusk, Dec-Mar call arpt manager at 607-869-5601. Parachute Jumping. Arpt CLOSED to transient acft 1 Dec-1 May (yearly). Turf Rwy 19R thld begins 470' byd paved Rwy 19L thld. Rwy 01L-19R soft and wet Mar-Jun. Use Rwy 19L for calm wind lds. Rwy 19L slopes uphill.

COMMUNICATIONS: CTAF/UNICOM 122.8

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

NEW YORK

OWASCO (See MORAVIA)

PAWLING N41°46.19' W73°36.03' NOTAM FILE ISP.

(L) VORW/DME 114.3 PWL Chan 90 246° 27.1 NM to Stewart Intl. 1250/12W.

NEW YORK
H-101, L-33B, 34

| | | |
|---------------------------|------------------------|--|
| LOC I-OZX 108.9 | APP CRS 237° | Rwy Idg TDZE Apt Elev 4200 1758 1763 |
|---------------------------|------------------------|--|

LOC RWY 24

ONEONTA MUNI (N66)

▼ When local altimeter setting not received, use Binghamton altimeter setting and increase all MDAs 140 feet and increase Circling Cat B visibility $\frac{1}{4}$.
▲ NA Inoperative table does not apply. Visibility reduction by helicopters NA. Localizer unusable 4.2 NM after passing OZ LOM.

MALS



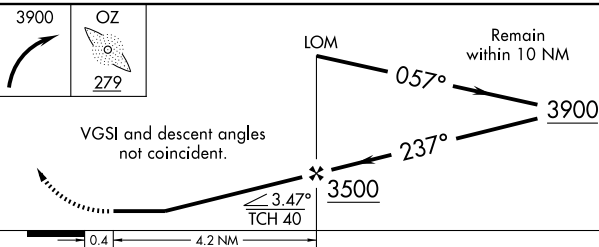
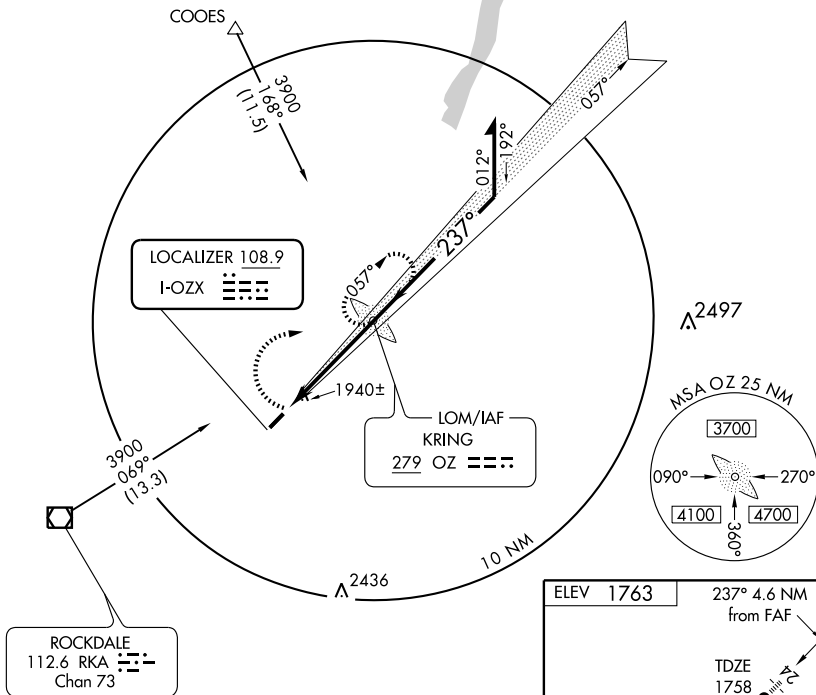
MISSED APPROACH:
Climbing right turn to 3900
direct OZ LOM and hold,
continue climb-in-hold to 3900.

AWOS-3
119.575

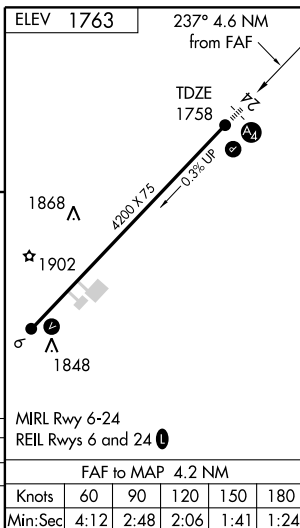
BOSTON CENTER
133.25 279.5

UNICOM
122.8 (CTAF) 0

ADF REQUIRED



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|----|---|
| S-24 | 2220-1 | 462 (500-1) | NA | |
| CIRCLING | 2340-1 577 (600-1) | 2380-1 617 (700-1) | NA | |



| | | |
|--|------------------------|---|
| WAAS CH 86309 W06A | APP CRS 057° | Rwy Idg 4200 TDZE 1763 Apt Elev 1763 |
|--|------------------------|---|

RNAV (GPS) RWY 6

ONEONTA MUNI (N66)

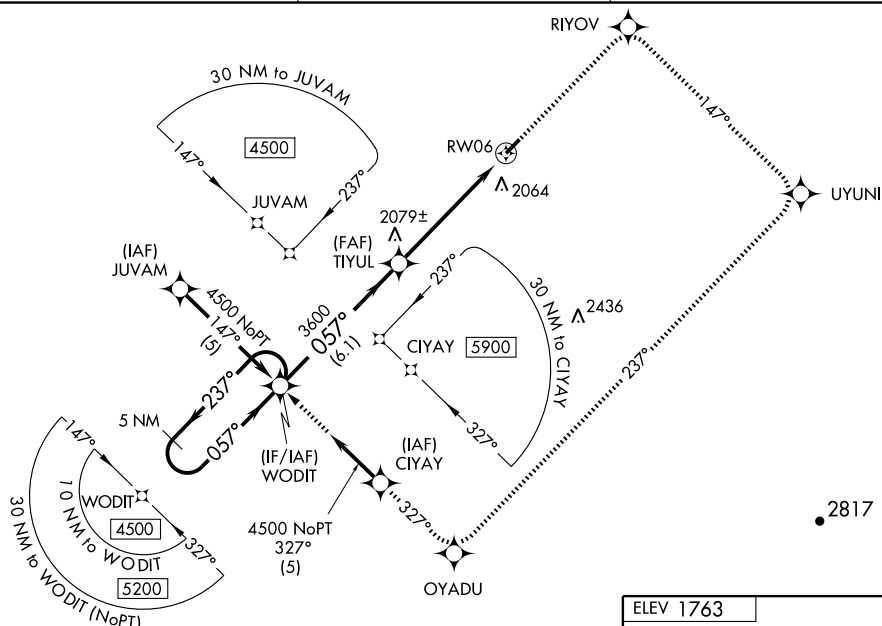
⚠ When local altimeter setting not received, use Binghamton altimeter setting and increase all DA 122 feet, all MDA 140 feet, and increase LPV and LNAV/VNAV visibilities ½ mile all Cats, and circling visibility Cat B ¼ mile. Baro-VNAV NA when using Binghamton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4500 direct RIYOV and right turn via 147° track to UYUNI and right turn via 237° track to OYADU and via 327° track to WODIT and hold.

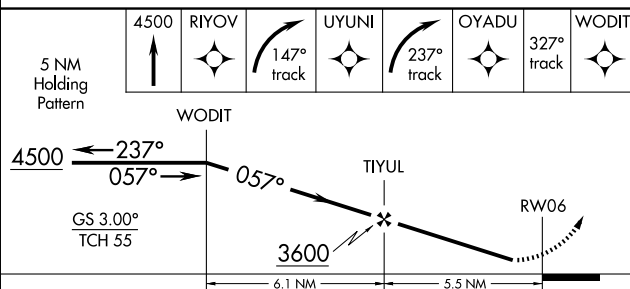
AWOS-3
119.575

BOSTON CENTER
133.25 279.5

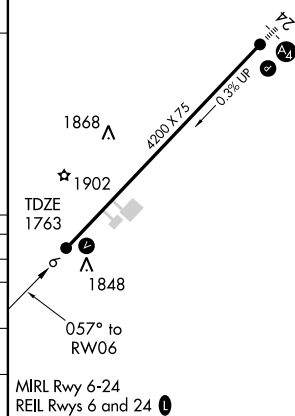
UNICOM
122.8 (CTAF) 1



ELEV 1763



| CATEGORY | A | B | C | D |
|--------------|-----------------------|-----------------------|----|----|
| LPV DA | 2075-1 | 312 (400-1) | NA | NA |
| LNAV/VNAV DA | 2351-2 | 588 (600-2) | NA | NA |
| LNAV MDA | 2260-1 | 497 (500-1) | NA | NA |
| CIRCLING | 2340-1 577 (600-1) | 2380-1 617 (700-1) | NA | NA |



| | | | |
|---|------------------------|-----------------------------|---|
| VOR/DME RKA 112.6 Chan 73 | APP CRS 078° | Rwy Idg TDZE Apt Elev | 4200 1763 1763 |
|---|------------------------|-----------------------------|---|

VOR RWY 6

ONEONTA MUNI (N66)

▼ When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet, and S-6 Cat B and Circling visibility Cat B ¼ mile. Visibility reduction by helicopters NA.

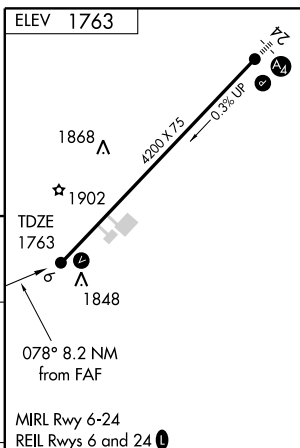
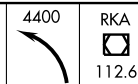
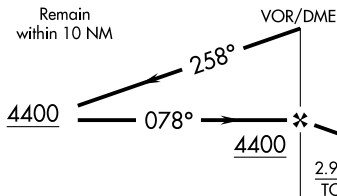
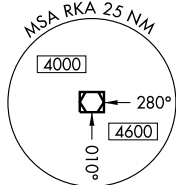
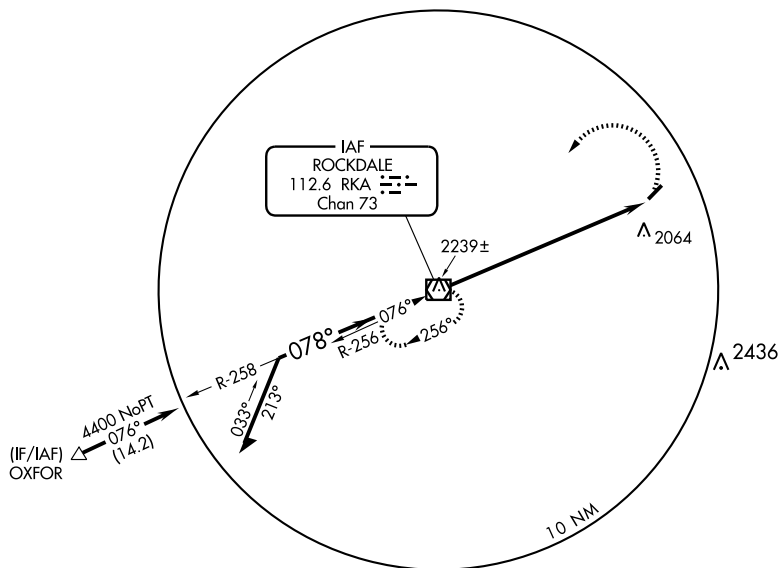
▲ NA

MISSED APPROACH:
Climbing left turn to 4400
direct RKA VOR/DME and hold.

AWOS-3
119.575

BOSTON CENTER
133.25 279.5

UNICOM
122.8 (CTAF) 0



| | | | | | | | | | | | |
|----------|--------|-------------|----|--------|-------------------|------|------|---------------------|------|------|--|
| | | | | 8.2 NM | | | | REIL kwy's 8 and 24 | | | |
| CATEGORY | A | B | C | D | FAF to MAP 8.2 NM | | | | | | |
| S-6 | 2440-1 | 677 (700-1) | NA | | Knots | 60 | 90 | 120 | 150 | 180 | |
| CIRCLING | 2440-1 | 677 (700-1) | NA | | Min:Sec | 8:12 | 5:28 | 4:06 | 3:17 | 2:44 | |

PENN YAN (PEO) 1 S UTC-5(-4DT) N42°38.23' W77°03.17'

990 B S4 FUEL 100LL JET A OX 2 NOTAM FILE PEO

RWY 01-19: H5500X100 (ASPH-GRVD) S-45, D-60 MIRL 1.3% up S

RWY 01: REIL. PAPI(P2L). RWY 19: REIL. PAPI(P2L).

RWY 10-28: H3561X50 (ASPH) S-12 LIRL 1.6% up E

RWY 10: Thld dspcd 361'. Road.

RWY 28: Thld dspcd 384'. Berm.

AIRPORT REMARKS: Attended Mon-Fri 1200-0500Z, Sat and Sun on call. ACTIVATE MIRL Rwy 01-19-CTAF.

WEATHER DATA SOURCES: ASOS 121.175 (315) 536-4102.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ ELMIRA APP/DEP CON 124.3 (1100-0500Z)

CLEVELAND CENTER APP/DEP CON 127.475 (0500-1100Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE ITH.

ITHACA (L) VOR/DME 111.8 ITH Chan 55 N42°29.70'

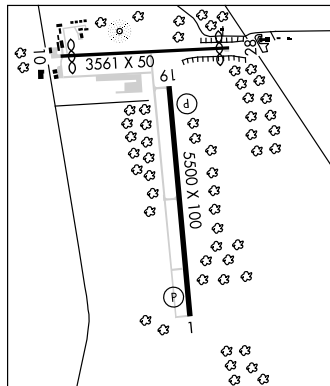
W76°27.60' 298° 27.6 NM to fld. 1102/10W.

NDB (MHW) 260 PYA N42°38.64' W77°03.37' at fld. NOTAM

FILE PEO. Unmonitored.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services

1-888-766-8267.



DETROIT

H-11C, 12I, L-30I, 32F

IAP

PERRY-WARSAW (Ø1G) 3 NW UTC-5(-4DT) N42°44.48' W78°03.13'

1558 B S4 FUEL 100LL TPA-2349(79I) NOTAM FILE BUF

RWY 10-28: H3472X60 (ASPH) MIRL

RWY 10: REIL. Brush.

RWY 28: REIL. Thld dspcd 338'. Tree.

RWY 04-22: 1830X60 (TURF)

AIRPORT REMARKS: Attended irregularly. Fuel avbl 24 hrs self serve and credit card only. First 700 ft Rwy 10 slopes uphill. Rwy 28 200 ft from thld has 8 ft dropoff both sides. Rwy 04 safety area drops off 100' before rwy beginning, at 125' left and right of centerline. Rwy 04-22 soft and wet during Mar-Jun. Rwy 04-22 safety area has variations in surface/depressions. Rwy 22 36' + trees penetrate primary surface on right side 80' past rwy beginning, 120' from centerline. Rwy 04 52' + trees penetrate primary surface on right side 265' past rwy beginning, 108' from centerline. ACTIVATE MIRL Rwy 10-28 and REIL Rws 10 and 28-CTAF. Parallel twy unlgtd. Turf Rwy 04-22 may be unusable during months Oct-May; call 716-237-9938 for condition.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

GENESEO (L) VOR/DME 108.2 GEE Chan 19 N42°50.06' W77°43.97' 258° 15.2 NM to fld. 990/09W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

DETROIT

L-30I, 31E, 32F

PHILMONT N42°15.19' W73°43.40' NOTAM FILE BTV.

NDB (MHW) 272 PFH 027° 2.4 NM to Columbia Co.

NEW YORK

L-33B, 34I

PINE HILL (See ALBION)

| | | | |
|-----------------------|------------------------|-----------------------------|---|
| NDB PYA 260 | APP CRS 285° | Rwy Idg TDZE Apt Elev | 3177 901 990 |
|-----------------------|------------------------|-----------------------------|---|

NDB RWY 28

PENN YAN (PEO)

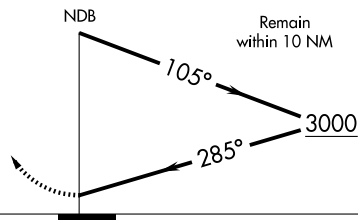
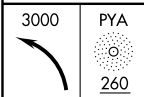
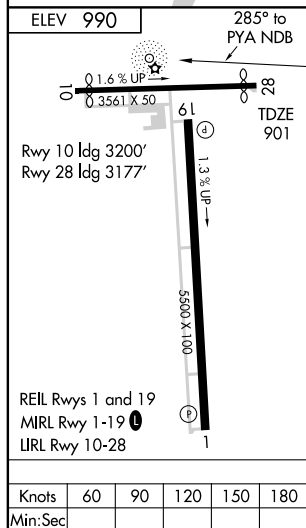
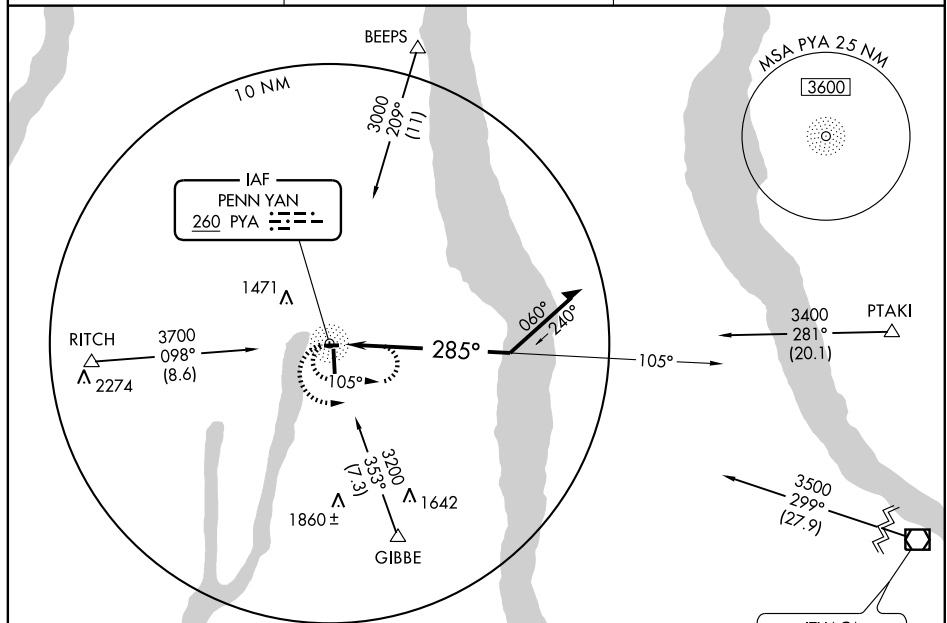


MISSED APPROACH: Climbing left turn to 3000 in PYA NDB holding pattern.

ASOS
121.175

ELMIRA APP CON★
124.3 257.8

UNICOM
123.0 (CTAF) 0



| CATEGORY | A | B | C | D |
|----------|--------------------|---|--------------------|------------------------|
| S-28 | 1600-1 699 (700-1) | | 1600-2 699 (700-2) | 1600-2 ¼ 699 (700-2 ¼) |
| CIRCLING | 1600-1 610 (700-1) | | 1680-2 690 (700-2) | 1780-2 ½ 790 (800-2 ½) |

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 99507 W01A | APP CRS 009° | Rwy Idg TDZE Apt Elev | 5500 990 990 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 1

PENN YAN (PEO)

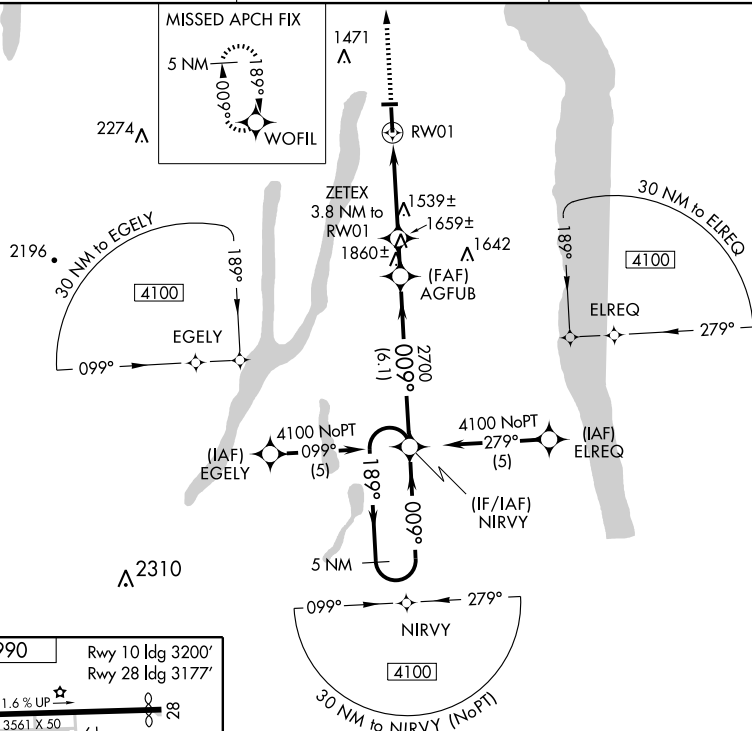
When local altimeter setting not received, use Elmira altimeter setting and increase LPV DA 73 feet, all MDA 80 feet, LPV all Cats visibility $\frac{1}{4}$ mile, LNAV and Circling Cat A visibility $\frac{1}{4}$ mile, and LNAV and Circling Cats C and D visibility $\frac{1}{2}$ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct WOFIL and hold, continue climb in hold to 4000.

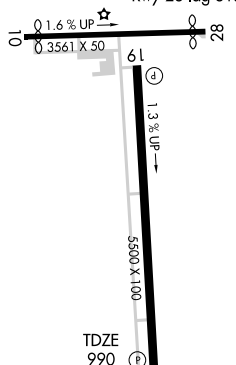
ASOS
121.175

ELMIRA APP CON★
124.3 257.8

UNICOM
123.0 (CTAF) 0



ELEV 990 Rwy 10 Idg 3200'
Rwy 28 Idg 3177'



REIL Rwy 1 and 19
MIRL Rwy 1-19
LIRL Rwy 10-28

4000 WOFIL

*LNAV only.

ZETEX 3.8 NM to RW01

RW01

*2240

AGFUB

2700

3.8 NM 1.4 NM 6.1 NM

CATEGORY A B C D

LPV DA 1360-1 370 (400-1 1/4)

LNAV MDA 1800-1 810 (900-1) 1800-1 810 (900-1 1/4) 1800-2 810 (900-2 1/4) 1800-2 810 (900-2 1/2)

CIRCLING 1800-1 810 (900-1) 1800-1 810 (900-1 1/4) 1800-2 810 (900-2 1/4) 1800-2 810 (900-2 1/2)

5 NM Holding Pattern

189° 009° 4100

GS 3.00° TCH 40

APP CRS
189°

Rwy ldg
TDZE **968**
Apt Elev **990**

RNAV (GPS) RWY 19

PENN YAN (PEO)



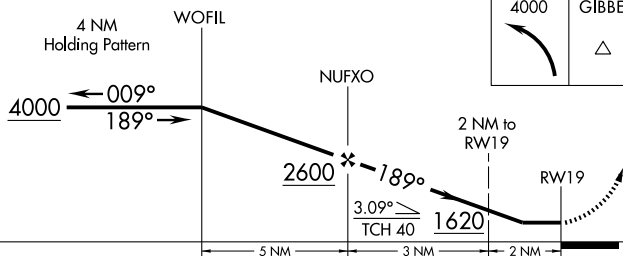
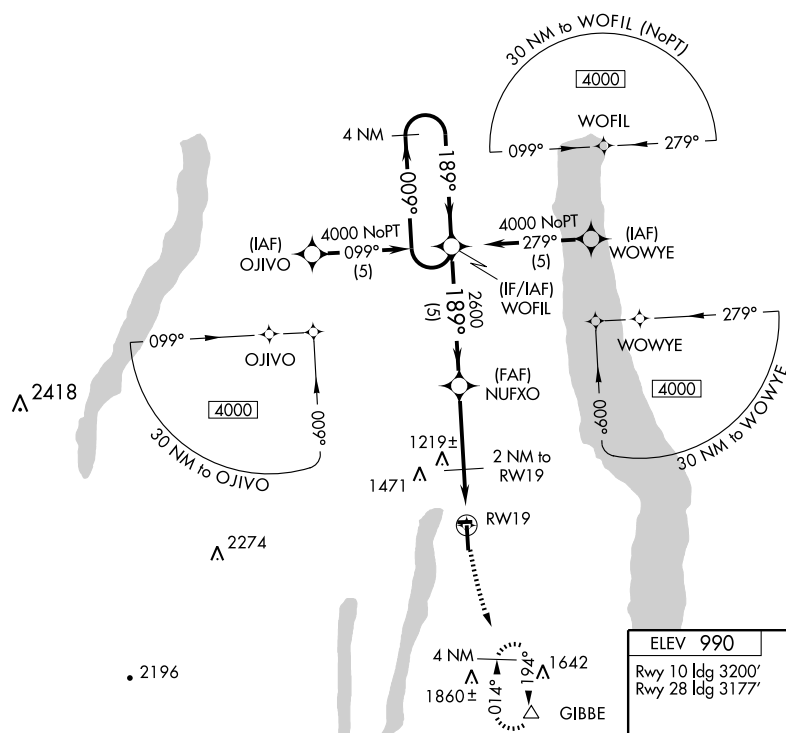
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 4000 direct GIBBE WP and hold.

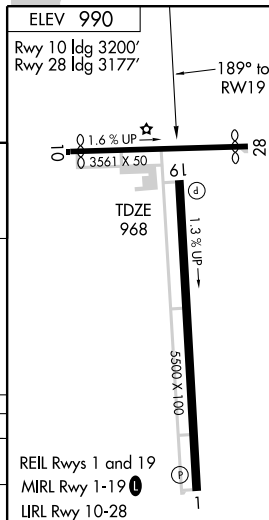
ASOS
121.175

ELMIRA APP CON ★
124.3 257.8

UNICOM
123.0 (CTAF) 0



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-------------------------|-------------------------|
| RNAV MDA | 1400-1 | 432 (500-1) | 1400-1½ 432 (500-1½) | 1400-1½ 432 (500-1½) |
| CIRCLING | 1480-1 490 (500-1) | 1600-1 610 (700-1) | 1680-2 690 (700-2) | 1780-2½ 790 (800-2½) |



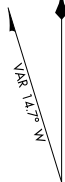
AIRPORT DIAGRAM

AL-729 (FAA)

PLATTSBURGH INTL (PBG)
PLATTSBURGH, NEW YORKASOS
132.225
CTAF/UNICOM
122.7

D

TERMINAL

FIELD
ELEV
234172.2°
0.8% DOWNJANUARY 2010
ANNUAL RATE OF CHANGE
0.1° E

11758 X 200

CARGO RAMP

FIRE STATION

FBO

GA RAMP

HANGARS

RWY 17-35

S-119, D-174, 2S-175, 2D-510,
2D/2D2-780

CR

ELEV
159352.2°
0.5% UP

73°29.0'N

73°28.0'N

73°27.0'N

44°38.0'N

AIRPORT DIAGRAM

PLATTSBURGH, NEW YORK
PLATTSBURGH INTL (PBG)

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

PISECO (K09) 1 N UTC-5(-4DT) N43°27.20' W74°31.06'

NEW YORK

1703 **FUEL** 100LL NOTAM FILE BUF

L-326

RWY 04-22: H3015X60 (ASPH) S-8 MIRL

RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 45'. Rgt tfc. Road.

RWY 22: REIL. PAPI(P2R). Trees.

AIRPORT REMARKS: Attended May-Oct, Fri-Sun 1400-2200Z. Airport unattended Nov-Apr. Large birds, deer, bears occasionally invof rwy during summer months. Expect turbulence and downdrafts during periods of strong crosswinds. Area not maintained for ski equipped acft. Rwy 04-22 may be unusable due to snow accumulation Nov-Apr. Check NOTAMS or call 518-548-3415/6459/8794 for airfield conditions. Acft departing Rwy 22 are requested to maintain rwy heading until past Island checkpoint, prior to making left turn. Acft arriving maintain rgt downwind heading until past Island checkpoint. ACTIVATE MIRL Rwy 04-22, REIL Rwy 04 and Rwy 22, PAPI Rwy 04 and Rwy 22 and helipad perimeter lgts—CTAF. Rwy lgts (electric eye over-ride).

COMMUNICATIONS: CTAF/UNICOM 122.8

UTICA RCO 122.65 122.2 122.1R 111.2T (BUFFALO RADIO)

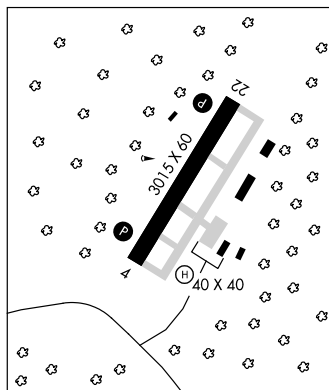
RADIO AIDS TO NAVIGATION: NOTAM FILE UCA.

UTICA (L) VORTAC 111.2 UCA Chan 49 N43°01.59'

W75°09.87' 060° 38.2 NM to fld. 1420/12W.

COMM/NAV/WEATHER REMARKS: Clncl del thru Flight Services 1-888-766-8267.

• • • • •
HELIPAD H1: H40X40 (ASPH)
HELIPAD H1: LDIN.
HELIPORT REMARKS: Helipad H1 perimeter lgts



PLATEAU SKY RANCH (See EDINBURG)

PLATTSBURGH N44°41.10' W73°31.36' NOTAM FILE PBG.

MONTREAL

(H) VORTAC 116.9 PLB Chan 116 at Clinton Co. 343/15W.

H-11C, 12K, L-326

VOR portion unusable:

261°-024° blo 6000'

DME unusable:

261°-024° byd 33 NM blo 7000'

RCO 122.1R 116.9T (BURLINGTON RADIO)

PLATTSBURGH INTL (PBG) 3 S UTC-5(-4DT) N44°39.06' W73°28.09'

MONTREAL

234 B S1 **FUEL** 100LL, JET A TPA-2034(1800) ARFF Index—See Remarks

H-11C, 12K, L-326

NOTAM FILE PBG

IAP, AD

RWY 17-35: H11758X200 (CONC-GRVD) S-119, D-174, 2S-175, 2D-510, 2D/2D2-780 HIRL

RWY 17: ALSF1. REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree. Rgt tfc. 0.8% down.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 55'. Tree. 0.5% up.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA-11758 TODA-11758 ASDA-11758 LDA-11758

RWY 35: TORA-11758 TODA-11758 ASDA-11758 LDA-11758

AIRPORT REMARKS: Attended 1030-0230Z. fld/rwy condition not avbl during unattended periods. During periods of snow removal ops Nov 1-May 1 acft ctc 122.7 or 518-565-4015/4016 15 min prior to ldg. Class I, ARFF Index B PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats. Call arpt manager at 518-565-4794. ARFF index D coverage avbl upon request, ctc arpt manager. Acft arriving or departing PBG must announce intentions on CTAF. Expect downdrafts and turbulence during periods of strong cross winds. Rwy 17 sequence flashing lgts OTS indef. ACTIVATE HIRL Rwy 17-35, ALSF1 Rwy 17, MALSR Rwy 35 REIL Rwy 17, and twy lgts—CTAF. Landing fee. No landing fee for government acft.

WEATHER DATA SOURCES: ASOS 132.225 (518) 324-5539.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **BURLINGTON APP/DEP CON** 121.1 (1045-0500Z) **CLNC DEL** 121.85

Ⓡ **BOSTON CENTER APP/DEP CON** 120.35 (0500-1045Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE PBG.

(H) VORTAC 116.9 PLB Chan 116 N44°41.10' W73°31.36' 146° 3.1 NM to fld. 343/15W.

ILS/DME 109.7 I-FQV Chan 34 Rwy 35. Class IE.

PLAZZ N42°52.43' W78°48.99' NOTAM FILE BUF.

DETROIT

NDB (LOM) 204 GB 052°5.5 NM to Buffalo Niagara Intl.

L-31E

| | | |
|---|-------------------------|--|
| VORTAC PLB 116.9 Chan 116 | APCH CRS 332° | Rwy ldg 11,759 TDZE 177 Arpt Elev 235 |
|---|-------------------------|--|

JAL-729 [USAF]

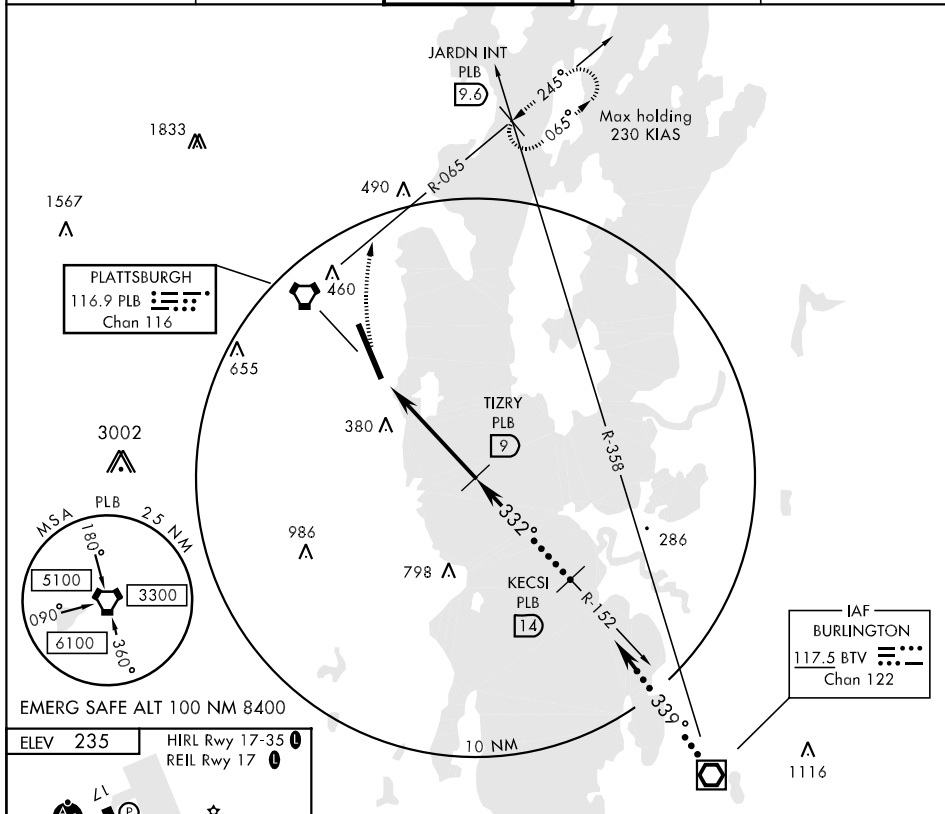
PLATTSBURGH INTL (PBG)

Use Clinton County altimeter setting.

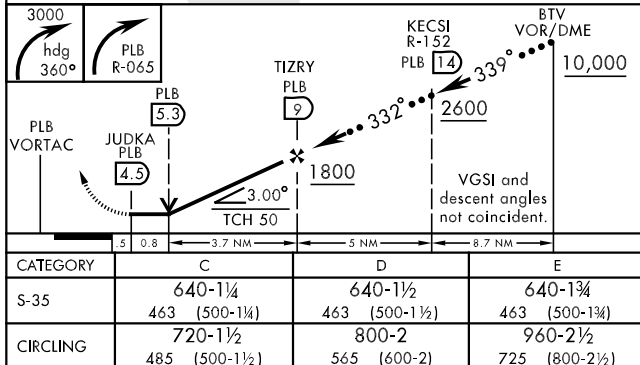
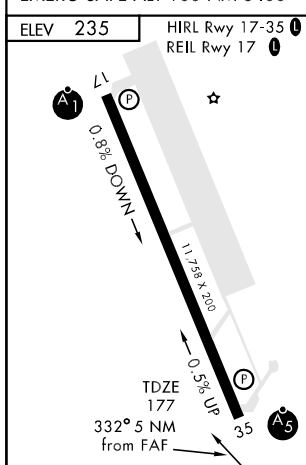


MISSED APPROACH: Climbing right turn to 3000
via heading 360° and PLB R-065 to JARDN INT/
PLB 9.6 DME and hold, hold NE, LT, 245° inbound.

| | | | | |
|---|--|-------------------------------|---------------------------|------------------|
| BURLINGTON ★ APP CON 121.1 278.8 | CLINTON COUNTY ASOS 132.225 | UNICOM 122.7 [CTAF] | CLNC DEL 121.85 | 122.975 0 |
|---|--|-------------------------------|---------------------------|------------------|



EMERG SAFE ALT 100 NM 8400



PLATTSBURGH, NEW YORK

44°39'N-73°28'W

PLATTSBURGH INTL (PBG)

Orig-A 08241

| | | | |
|---|------------------------|---|--------------|
| LOC/DME I-FQV 109.7 Chan 34 | APP CRS 352° | Rwy Idg TDZE 177 Apt Elev 234 | 11758 |
|---|------------------------|---|--------------|

ILS or LOC/DME RWY 35

PLATTSBURGH INTL (PBG)

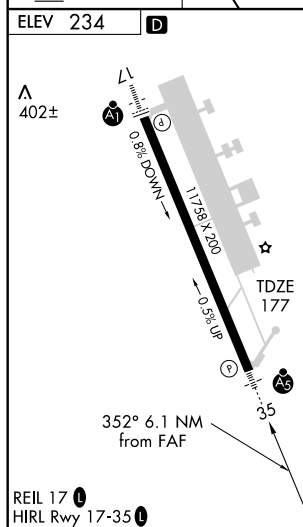
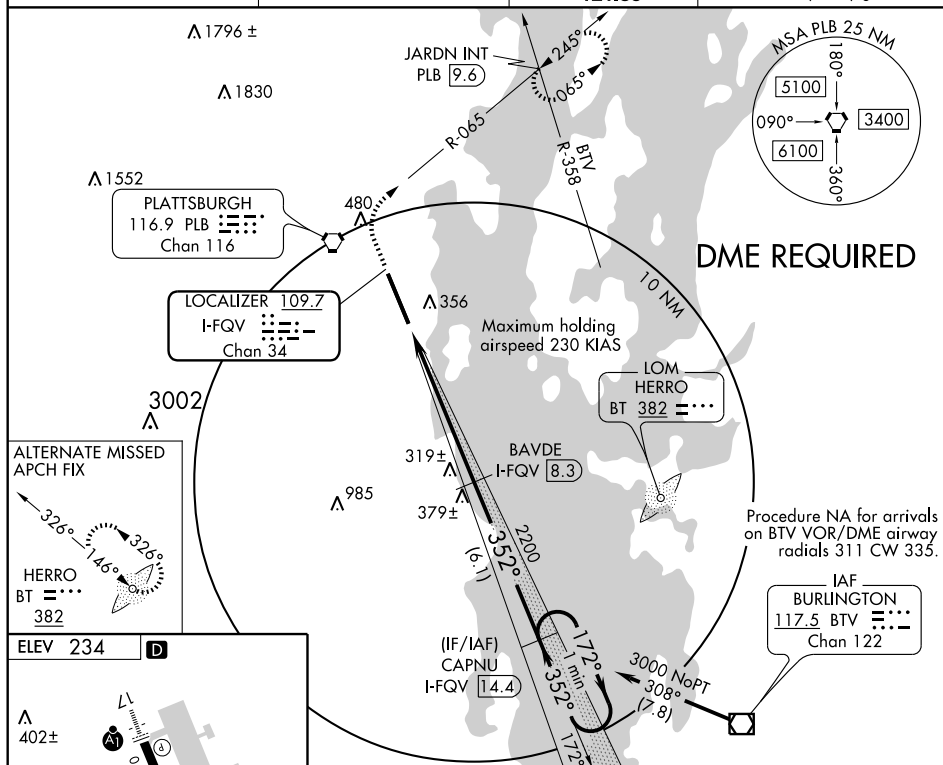
When local altimeter setting not received, use Burlington Intl altimeter setting and increase DA to 431, increase all MDAs 60 feet.
VDP NA when using Burlington Intl altimeter setting.
When MALSR inoperative, increase visibility S-ILS 35 Cat E ¼ mile and S-LOC 35 Cat E ½ mile.

MALSR



MISSED APPROACH: Climb to 700, then climbing right turn to 3000 via heading 023° and PLB R-065 to JARDN Int/PLB 9.6 DME and hold, continue climb-in-hold to 3000.

| | | | |
|------------------------|---|---------------------------|---------------------------------|
| ASOS 132.225 | BURLINGTON APP CON★ 121.1 278.8 | CLNC DEL 121.85 | UNICOM 122.7 (CTAF) 0 |
|------------------------|---|---------------------------|---------------------------------|



| | | | | | |
|--------------------------------|-----------------------|----------------------|------------------------------|----------------------|-------------------------------|
| 700 | 3000 | JARDN INT PLB 9.6 | BAVDE I-FQV 8.3 | CAPNU I-FQV 14.4 | One Minute Holding Pattern |
| HDG 023° PLB R-065 116.9 | | | | | |
| I-FQV 2.1 | I-FQV 3.4 | | | | |
| 1.3 | 4.9 | 6.1 NM | | | |
| CATEGORY | A | B | C | D | E |
| S-ILS 35 | 377-1/2 200 (200-1/2) | | | | |
| S-LOC 35 | 580-1/2 | 403 (400-1/2) | 580-3/4 | 403 (400-3/4) | 580-1 403 (400-1) |
| CIRCLING | 680-1 446 (500-1) | 720-1 486 (500-1) | 720-1 1/2 486 (500-1 1/2) | 800-2 566 (600-2) | 980-2 3/4 746 (800-2 3/4) |

PLATTSBURGH, NEW YORK

Orig-A 10210

44°39'N - 73°28'W

PLATTSBURGH INTL (PBG)

ILS or LOC/DME RWY 35

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

| | | |
|--|------------------------|--|
| WAAS CH 40402 W17A | APP CRS 172° | Rwy Idg 11758 TDZE 234 Apt Elev 234 |
|--|------------------------|--|

RNAV (GPS) RWY 17

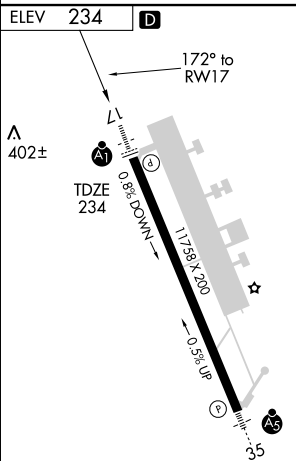
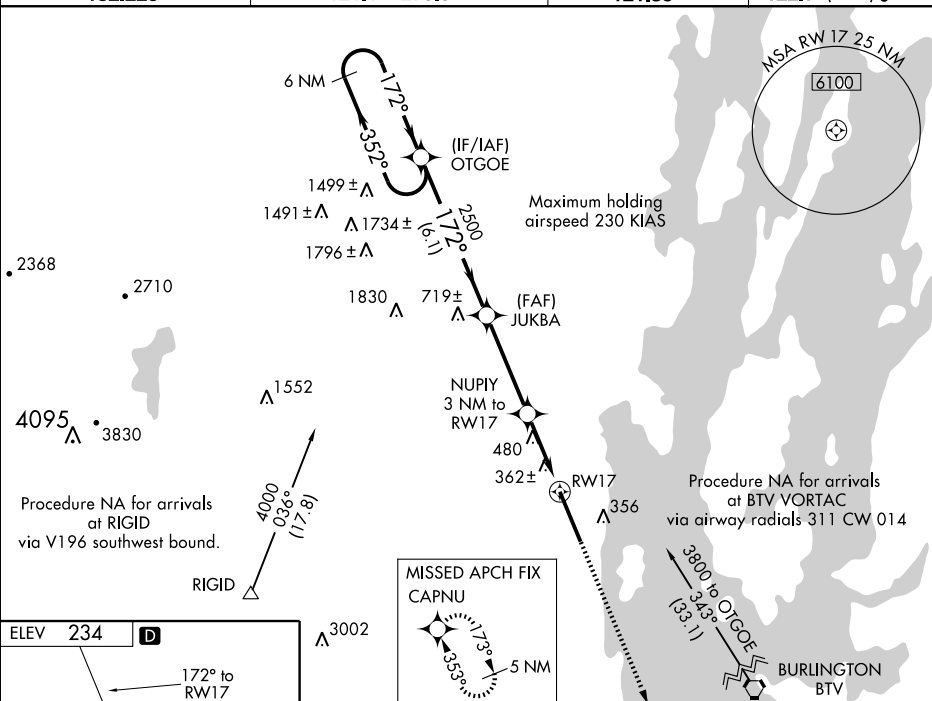
PLATTSBURGH INTL (PBG)

| | | |
|---|--------|---|
| T When local altimeter setting not received, use Burlington Intl altimeter setting and increase LPV DA to 615, LNAV/VNAV DA to 794, and all MDAs 60 feet. NA VDP NA when using Burlington Intl altimeter setting. For inoperative ALSF, increase LPV all cats and LNAV Cats A/B visibilities ¼ mile, and LNAV/VNAV and LNAV Cat E visibilities ½ mile. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. | ALSF-1 | MISSED APPROACH: Climb to 3100 direct CAPNU and hold. |
| | | |

 ASOS
132.225

 BURLINGTON APP CON ★
121.1 278.8

 CLNC DEL
121.85

 UNICOM
122.7 (CTAF) 0

 REIL 17 **0**
HIRL Rwy 17-35 **0**

PLATTSBURGH, NEW YORK

Amdt 1A 10210

44°39'N - 73°28'W

PLATTSBURGH INTL (PBG)

RNAV (GPS) RWY 17

 NE-2, 23 SEP 2010 to 21 OCT 2010
NE-2, 23 SEP 2010 to 21 OCT 2010

| | | | | | | |
|----------------------|---------------------|---------------------|---|---------------------|-----------------|-------|
| 6 NM Holding Pattern | | OTGOE | VGSI and RNAV glidepath not coincident. | | 3100 | CAPNU |
| 3500 | | 352° | 172° | 172° | *LNAV only | |
| GS 3.00° TCH 54 | | 2500 | *1240 | NUPIY 3 NM to RW17 | *1.4 NM to RW17 | |
| | | 6.1 NM | 3.8 NM | 1.6 NM | 1.4 NM | |
| CATEGORY | A | B | C | D | E | |
| LPV DA | 561-¾ 327 (400-¾) | | | | | |
| LNAV/VNAV DA | 706-1¼ 472 (500-1¼) | | | | | |
| LNAV MDA | 740-¾ 506 (600-¾) | 740-1 506 (600-1) | 740-1¼ 506 (600-1¼) | | | |
| CIRCLING | 740-1 506 (600-1) | 740-1½ 506 (600-1½) | 800-2 566 (600-2) | 980-2¾ 746 (800-2¾) | | |

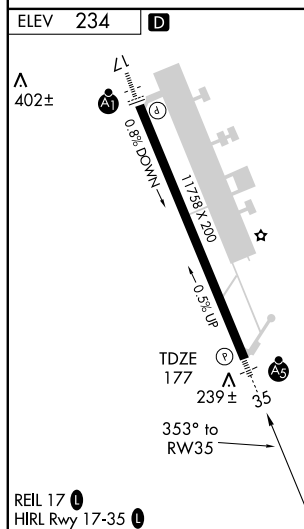
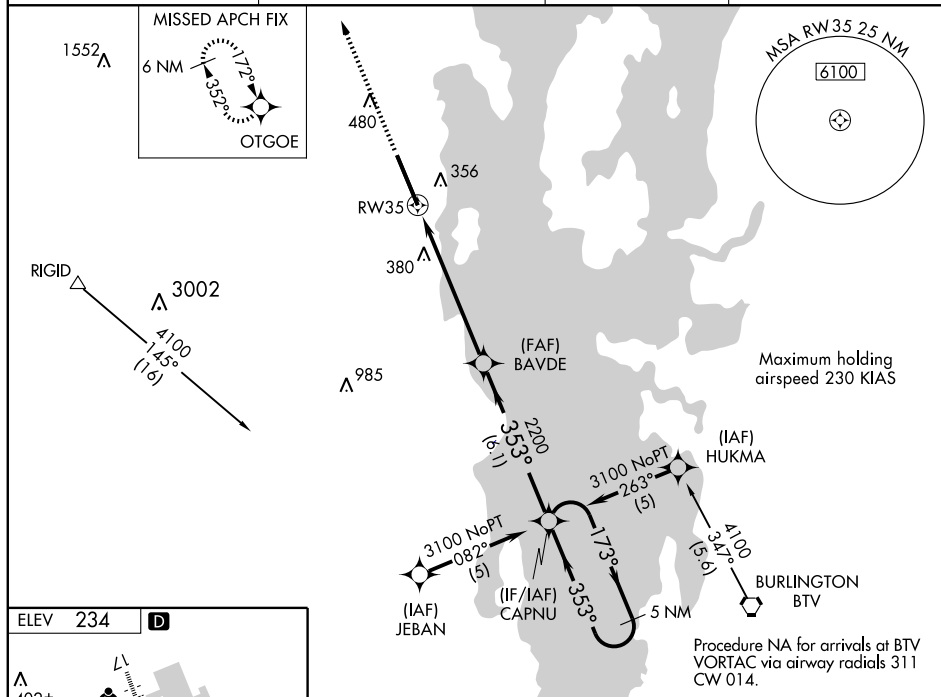
| | | |
|--|------------------------|--|
| WAAS CH 78003 W35A | APP CRS 353° | Rwy Idg 11758 TDZE 177 Apt Elev 234 |
|--|------------------------|--|



RNAV (GPS) RWY 35

PLATTSBURGH INTL (PBG)

| | | | |
|------------------------------------|--|-------------------------------|--|
| <p>T NA</p> <p>W</p> | <p>When local altimeter setting not received, use Burlington Intl altimeter setting and increase LPV DA to 481, LNAV/VNAV DA to 591, and all MDAs 60 feet. VDP NA when using Burlington Intl altimeter setting. For inoperative MALSR, increase LPV all Cats and LNAV/VNAV and LNAV Cat E visibilities ½ mile. Baro-VNAV NA. DME/DME RNP-0.3 NA.</p> | <p>MALSR</p> <p>A5</p> | <p>MISSED APPROACH: Climb to 3500 direct OTGOE and hold.</p> |
|------------------------------------|--|-------------------------------|--|

| | | | |
|------------------------|--|---------------------------|--|
| ASOS 132.225 | BURLINGTON APP CON ★ 121.1 278.8 | CLNC DEL 121.85 | UNICOM 122.7 (CTAF) 0 |
|------------------------|--|---------------------------|--|



| | | | | | |
|---|---|-------------------|---------------------|----------------------|---------------------|
| 3500 | OTGOE | | | | |
|  |  | | | | |
| | | BAVDE | CAPNU | 5 NM Holding Pattern | |
| | | | | 173° → | 3100 |
| | | | | ← 353° | |
| | | | | | GS 3.00° |
| | | | | | TCH 55 |
| | | | | | |
| CATEGORY | A | B | C | D | E |
| LPV DA | 427-½ 250 (200-½) | | | | |
| LNAV/VNAV DA | 537-¾ 360 (400-¾) | | | | |
| LNAV MDA | 700-½ 523 (500-½) | 700-1 523 (500-1) | 700-1¼ 523 (500-1¼) | | |
| CIRCLING | 700-1 466 (500-1) | 720-1 486 (500-1) | 720-1½ 486 (500-1½) | 800-2 566 (600-2) | 980-2¾ 746 (800-2¾) |

PLATTSBURGH, NEW YORK

Amdt 1A 10210

PLATTSBURGH INTL (PBG)

44°39'N - 73°28'W

RNAV (GPS) RWY 35

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

VORTAC PLB
116.9
Chan **116**

APP CRS
332°

Rwy Idg TDZE
11758
Apt Elev **235**

VOR/DME RWY 35
PLATTSBURGH INTL (PBG)

T When local altimeter setting not received, use Burlington Intl altimeter setting and increase all MDAs 60 feet. Inoperative table does not apply. Visibility reduction by helicopters NA.

MALSR
A5

MISSED APPROACH: Climbing right turn to 3000 via heading 360° and PLB R-065 to JARDN INT/PLB 9.6 DME and hold.

ASOS
132.225

BURLINGTON APP CON ★
121.1 278.8

CLNC DEL
121.85

UNICOM
122.7 (CTAF) **0**

1491± **Δ**
Δ 1734±
Δ 1796±
Δ 1830

Δ 1552

PLATTSBURGH
116.9 PLB
Chan 116

Δ 3002

Δ 985

Δ 480

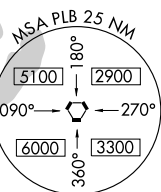
Δ 356

Δ 380

TIZRY
PLB **9**

KECSI
PLB **14**

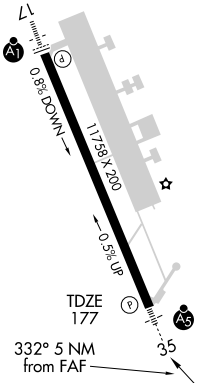
IAF
BURLINGTON
117.5 BTW
Chan 122



ELEV **235**

D

Δ 402±



REIL 17 **0**
HIRL Rwy 17-35 **0**

3000
HDG 360°
PLB R-065
116.9

VGSI and descent angles
not coincident.

PLB **4**

TIZRY
PLB **9**

KECSI
PLB **14**

2600
Procedure
Turn NA

| CATEGORY | A | B | C | D |
|----------|-------|-------------|------------------------|------------------------|
| S-35 | 640-1 | 463 (500-1) | 640-1½ 463 (500-1½) | 640-1½ 463 (500-1½) |
| CIRCLING | 700-1 | 465 (500-1) | 720-1½ 485 (500-1½) | 800-2 565 (600-2) |

PLATTSBURGH, NEW YORK
Orig-B 10210

44°39'N - 73°28'W

PLATTSBURGH INTL (PBG)
VOR/DME RWY 35

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

PORT WASHINGTON**SANDS POINT SPB** (7N3) 2 NW UTC-5(-4DT) N40°50.26' W73°42.97'**NEW YORK**

00 NOTAM FILE ISP

COPTER**WATERWAY 01-19:** 6000X300 (WATER)**WATERWAY 12-30:** 6000X300 (WATER)**SEAPLANE REMARKS:** Attended 1330Z†-dusk. Numerous +60' sailboats and masts.**COMMUNICATIONS:** CTAF 122.9**POTSDAM MUNI (DAMON FLD)** (PTD) 2 E UTC-5(-4DT) N44°40.60' W74°56.91'**MONTREAL**474 B S4 **FUEL** 100LL TPA-1274(800) NOTAM FILE PTD**L-32G****RWY 06-24:** H3705X60 (ASPH) S-30 MIRL**IAP****RWY 06:** REIL. PAPI(P2L)-GA 3.0° TCH 45'. Tree.**RWY 24:** REIL. PAPI(P2L)-GA 3.0° TCH 45'. Tree.**AIRPORT REMARKS:** Unattended. Fuel 24 hr self-serve. Rwy condition not monitored, recommend visual inspection prior to use. Deer on and invof arpt. Expect flt training ops invof arpt. Noise abatement procedures in effect, call arpt manager for details at 315-268-1000. ACTIVATE MIRL Rwy 06-24; REIL Rwy 06 and 24; PAPI Rwy 06 and 24, and twy lgts-CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.325 (315) 265-6106.**COMMUNICATIONS:** CTAF/UNICOM 122.8**BOSTON CENTER APP/DEP CON** 135.25**RADIO AIDS TO NAVIGATION:** NOTAM FILE MSS.**MASSENA (H) VORTACW** 114.1 MSS Chan 88 N44°54.87' W74°43.36' 228° 17.2 NM to fld. 200/14W.**HIWAS.****NDB (MHW)** 400 PTD N44°43.40' W74°52.96' 239° 4 NM to fld. NOTAM FILE BTW.**POUGHKEEPSIE** N41°37.60' W73°53.03'**NEW YORK****RCO** 122.2 122.4 (NEW YORK RADIO)**L-33B, 34I**

| | | | |
|-----------------------|------------------------|-----------------------------|---|
| NDB PTD 400 | APP CRS 235° | Rwy Idg TDZE Apt Elev | 3705 474 474 |
|-----------------------|------------------------|-----------------------------|---|

NDB RWY 24

POTSDAM MUNI (DAMON FIELD) (PTD)

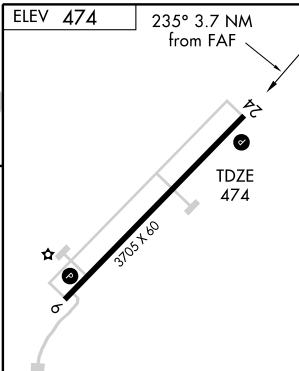
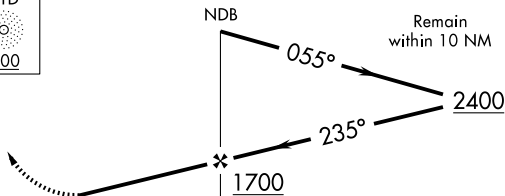
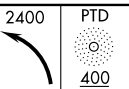
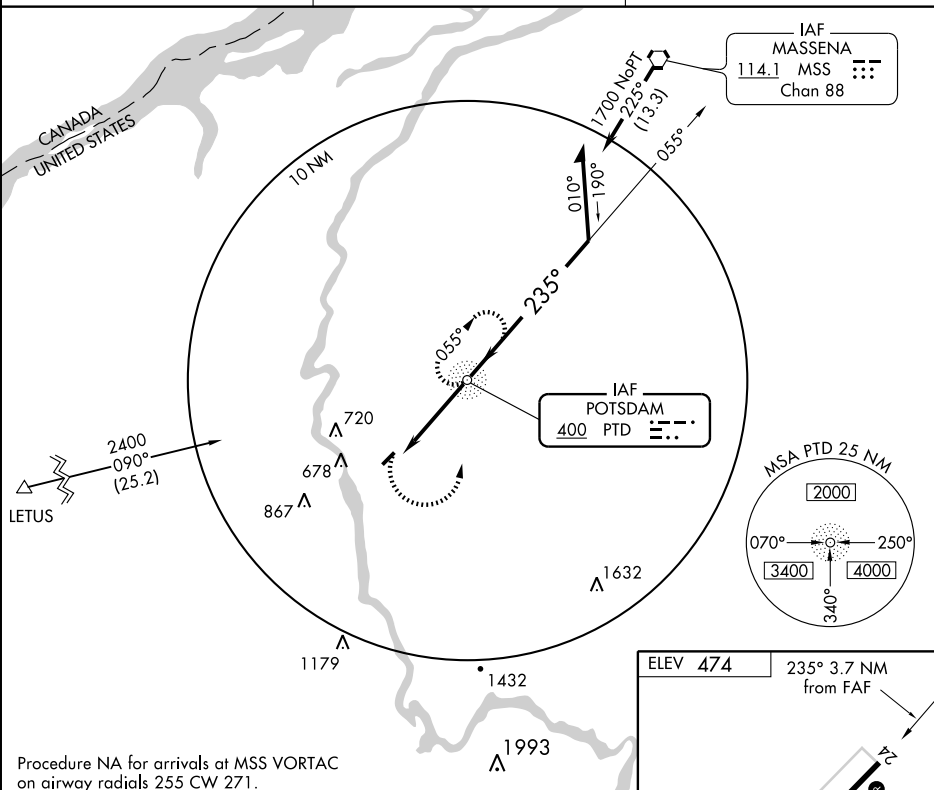
NA If local altimeter setting not received, use Massena Intl-Richards Field altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 2400 direct PTD NDB and hold.

AWOS-3
118.325

BOSTON CENTER
135.25 377.1

UNICOM
122.8 (CTAF) 0



| CATEGORY | A | B | C | D |
|----------|-------------------|--------------------|------------------------|----|
| S-24 | 920-1 446 (500-1) | | 920-1 ¼ 446 (500-1 ¼) | NA |
| CIRCLING | 920-1 446 (500-1) | 1040-1 566 (600-1) | 1040-1 ½ 566 (600-1 ½) | NA |

REIL Rwy 6 and 24 L

MIRL Rwy 6-24 L

FAF to MAP 3.7 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

APP CRS **238°**
 Rwy Idg **3705**
 TDZE **474**
 Apt Elev **474**

RNAV (GPS) RWY 24

POTSDAM MUNI (DAMON FIELD) (PTD)

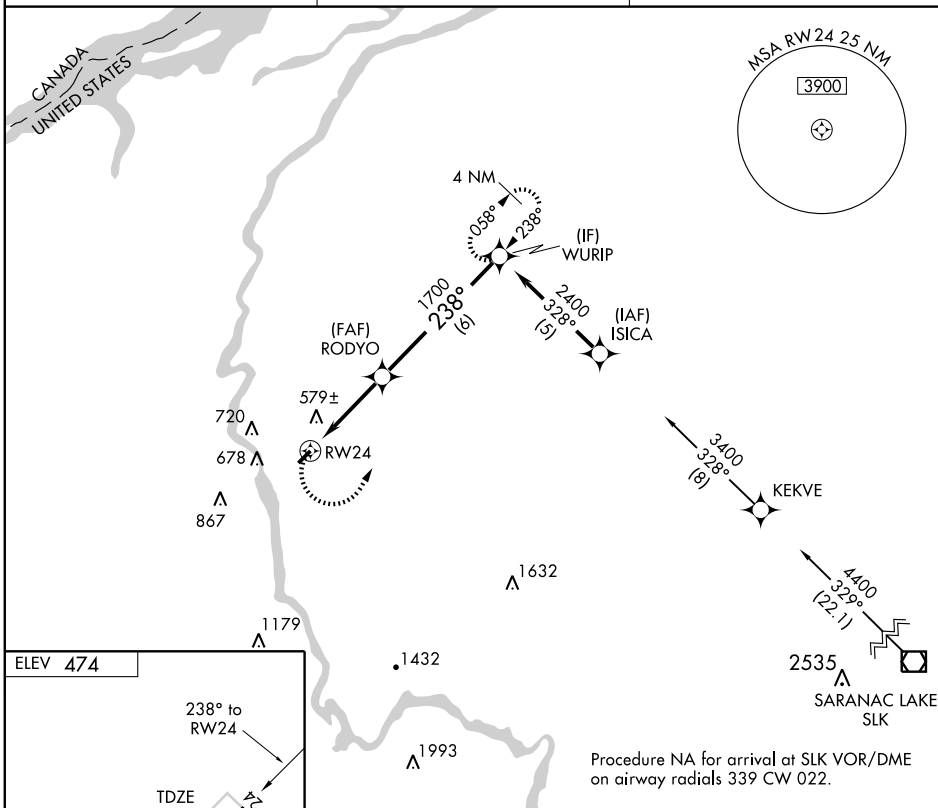
V GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Δ NA If local altimeter setting not received, use Massena Intl-Richards Field altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 2400 direct WURIP and hold.

AWOS-3
118.325

BOSTON CENTER
135.25 377.1

UNICOM
122.8 (CTAF) 0



ELEV 474

238° to RW24

TDZE 474



VDP NA when using Massena Intl-Richards Field altimeter setting.

WURIP

RODYO

1.3 NM to RW24

RW24

1700

238°

2400

3.03° TCH 45

1.3

2.4 NM

6 NM

| CATEGORY | A | B | C | D |
|----------|----------------------|-----------------------|-------------------------|----|
| LNVA MDA | 880-1 | 406 (500-1) | 880-1¼ 406 (500-1¼) | NA |
| CIRCLING | 880-1 406 (500-1) | 1040-1 566 (600-1) | 1040-1½ 566 (600-1½) | NA |

REIL Rwy 6 and 24 **0**
 MRL Rwy 6-24 **0**

POTSDAM, NEW YORK
 Orig 09295

POTSDAM MUNI (DAMON FIELD) (PTD)
RNAV (GPS) RWY 24

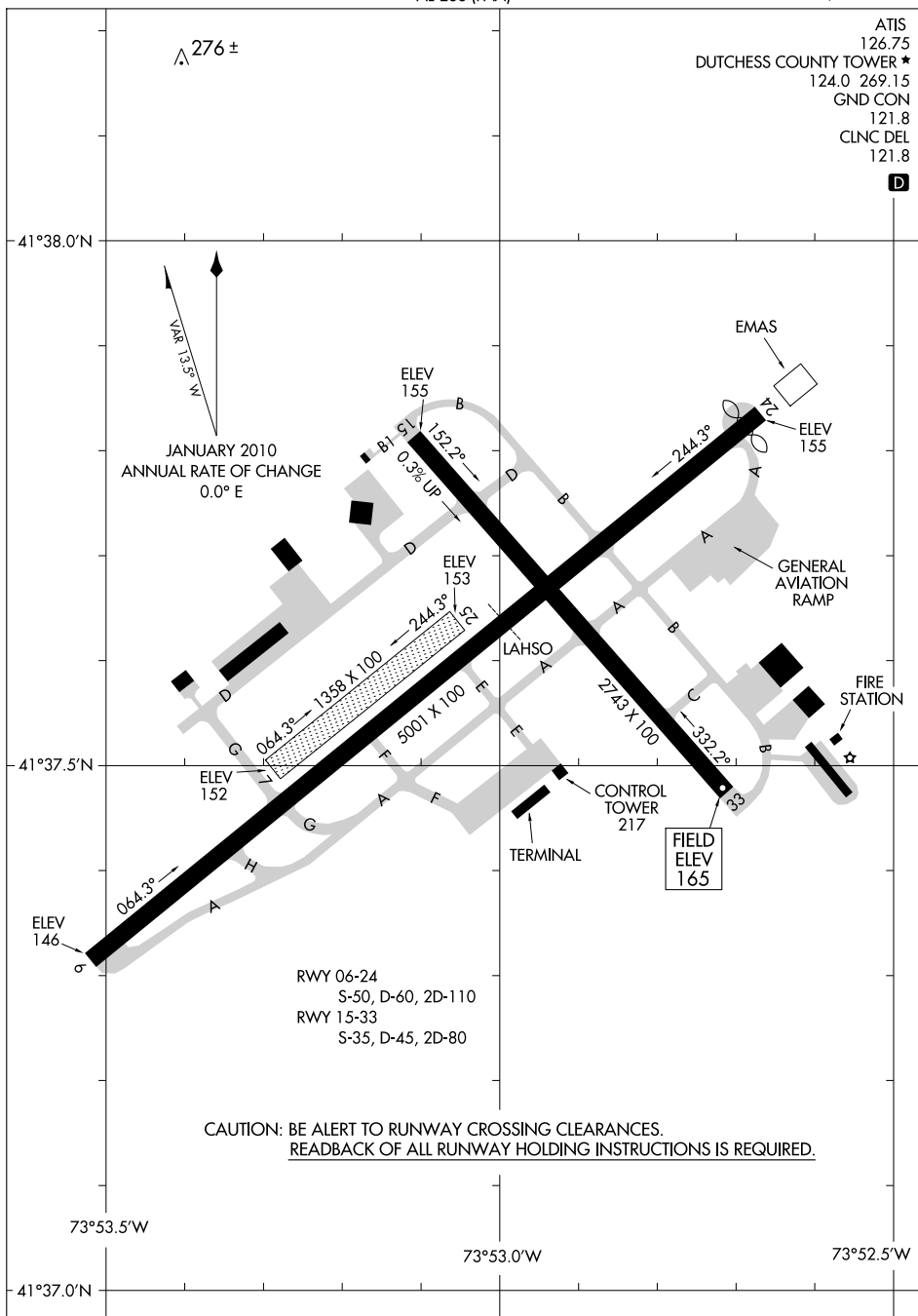
44°41'N - 74°57'W

AIRPORT DIAGRAM

AL-286 (FAA)

POUGHKEEPSIE/DUTCHESS COUNTY (POU)
POUGHKEEPSIE, NEW YORK

NE-2, 23 SEP 2010 to 21 OCT 2010



NE-2, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

POUGHKEEPSIE, NEW YORK
POUGHKEEPSIE/DUTCHESS COUNTY (POU)

POUGHKEEPSIE**DUTCHESS CO**

(POU) 4 S UTC-5(-4DT) N41°37.59' W73°53.05'

NEW YORK

165 B S4 FUEL 100LL, JET A TPA—See Remarks ARFF Index—See Remarks.

H-101, 121, L-33B, 341

NOTAM FILE POU

IAP, AD

RWY 06-24: H5001X100 (ASPH-GRVD) S-50, D-60, 2D-110 HIRL

RWY 06: MALSR. PAPI(P4L)—GA 3.00° TCH 57. Tree.

RWY 24: REIL. PAPI(P4L)—GA 3.25° TCH 57. Thld dsplcd 113'. Tree.

RWY 15-33: H2743X100 (ASPH-CONC) S-35, D-45, 2D-80 MIRL
0.3% up SE

RWY 15: Trees.

RWY 33: REIL. VASI(V4L)—GA 3.75° TCH 64'. Trees.

RWY 07-25: 1358X100 (TURF-DIRT)

RWY 25: Antenna.

LAND AND HOLD SHORT OPERATIONS

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---------|------------------|-----------|
| RWY 06 | 15-33 | 3150 |

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA-5001 TODA-5001 ASDA-5001 LDA-5001

RWY 07: TORA-1358 TODA-1358 ASDA-1358 LDA-1358

RWY 15: TORA-2743 TODA-2743 ASDA-2743 LDA-2743

RWY 24: TORA-5001 TODA-5001 ASDA-5001 LDA-4888

RWY 25: TORA-1358 TODA-1358 ASDA-1358 LDA-1358

RWY 33: TORA-2743 TODA-2743 ASDA-2743 LDA-2743

ARRESTING GEAR/SYSTEM

RWY 06: EMAS

AIRPORT REMARKS: Attended 1200-0230Z†. For after hrs fuel svcs, ctc business office during business hrs at 845-463-6000. Rwy 15-33 CLOSED to air carrier acft. Rwy 07-25 CLOSED ngts and during instrument meteorological conditions and from Nov 1-Apr 15. Rwy 07-25 restricted to acft less than 12,500 lbs. Deer and birds on and in/ov arpt. No touch and go ldg and no practice instrument apch for acft over 12,500 lbs between 0400-1200Z†. 50 ft drop 100 ft from Rwy 06 thld. Noise abatement procedures in effect. TPA-1199(1034) small acft 1999(1834) large acft. Rwy 33 use of VASI restricted to category A acft only. Class IV, ARFF Index A. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager 845-463-6000. Index B coverage is provided. Twy B-1, "G" T-hanger taxilane, and "J" T-hanger taxilane clsd to air carrier acft. Ground soft in tie down areas. Rwy 07 edges marked with reflectors. When twr clsd ACTIVATE HIRL Rwy 06-24, REILS Rwy 24, MALSR Rwy 06—CTAF. Ldg fee for multi-engine acft.

WEATHER DATA SOURCES: ASOS 126.75 (845) 462-0648. LAWR5**COMMUNICATIONS:** CTAF 124.0 ATIS 126.75 UNICOM 122.95

POUGHKEEPSIE RCO 122.2 122.4 (NEW YORK RADIO)

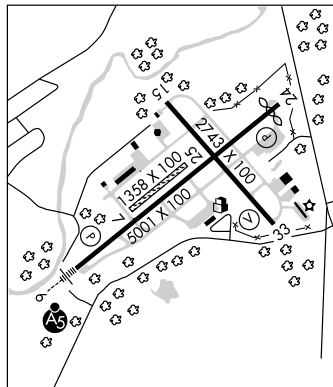
Ⓡ NEW YORK APP/DEP CON 132.75

TOWER 124.0 (15 May-14 Sep 1200-0300Z†, 15 Sep-14 May 1200-0200Z†) GND CON 121.8 CLNC DEL 121.8

AIRSPACE: CLASS D svc 15 May-14 Sep 1200-0300Z†, 15 Sep-14 May 1200-0200Z†, other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93' W73°49.33' 242° 3.6 NM to fld. 580/12W.
HIWAS.

ILS 111.3 I-POU Rwy 06. Class IT. LOC/GS unmonitored Sep 15-May 14 0200-1200Z† and May 15-Sep 14 0300-1200Z†.

**PRATT'S EASTERN DIVIDE** (See SHERMAN)**QUAKER STREET**

KNOX (N65) 1SE UTC-5(-4DT) N42°43.77' W74°09.84'

NEW YORK

1130 S4 TPA-1930(800) NOTAM FILE BTW

RWY 09-27: 2750X60 (TURF)

RWY 09: Tree. RWY 27: Trees. Rgt tfc.

AIRPORT REMARKS: Attended irregularly. For svcs call 518-895-8140. Phone 518-895-8140 for fld conditions.

Parachute Jumping. Rwy 27 has 400' by 26' mowed overrun/runup area at slight angle to rwy centerline. Rwy 27 thld unmarked.

COMMUNICATIONS: CTAF 122.9**RANDALL** (See MIDDLETOWN)

DUTCHESS FOUR DEPARTURE

SL-286 (FAA)

POUGHKEEPSIE/ DUTCHESS COUNTY (POU)

POUGHKEEPSIE, NEW YORK

ATIS 126.75

GND CON

121.8

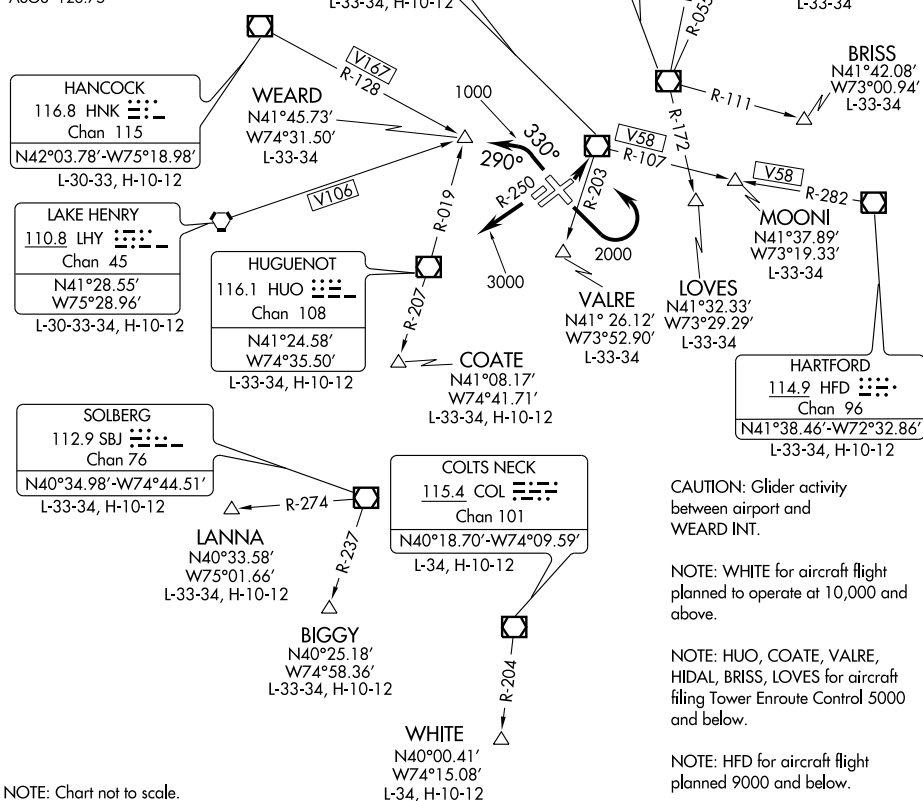
DUTCHESS COUNTY TOWER *

124.0 (CTAF) 269.15

NEW YORK DEP CON

132.75 363.1

ASOS 126.75



CAUTION: Glider activity between airport and WEARD INT.

NOTE: WHITE for aircraft flight planned to operate at 10,000 and above.

NOTE: HUO, COATE, VALRE, HIDAL, BRISS, LOVES for aircraft filing Tower Enroute Control 5000 and below.

NOTE: HFD for aircraft flight planned 9000 and below.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climb direct to IGN VOR/DME, maintain 3000'. Thence. . .

TAKE-OFF RUNWAY 15: Climb on runway heading, leaving 2000', turn left direct IGN VOR/DME, maintain 3000'. Thence. . .

TAKE-OFF RUNWAY 24: Climb on IGN VOR/DME R-250, maintain 3000'. Thence. . .

TAKE-OFF RUNWAY 33: Climb on heading 330°, leaving 1000' turn left heading 290°, maintain 3000'. Thence. . .

. . . Via vectors to assigned Route/Fix/NAVAID. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If radio contact is not established/lost for two minutes after departing, proceed on course and climb to 5000 feet. Ten minutes after departure, climb to requested altitude/flight level.

HUDSON ONE ARRIVAL

NEWBURGH, NEW YORK

NEW YORK APP CON

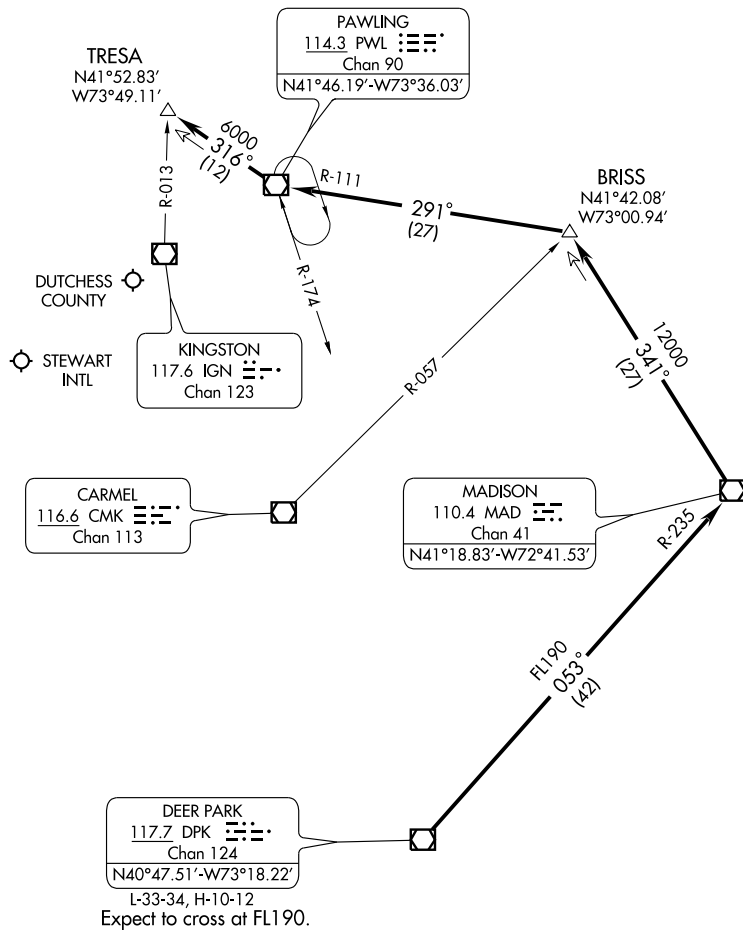
132.75 363.1

STEWART INTL ATIS

124.575

DUTCHESS COUNTY ATIS

126.75



NOTE: Chart not to scale.

... From over DPK VOR/DME via DPK R-053 and MAD R-235 to MAD VOR/DME, then via MAD R-341 to BRISS INT, then via PWL R-111 to PWL VOR/DME, then via PWL R-316 to TRESA INT. Expect RADAR vectors to final approach course.

HUDSON ONE ARRIVAL

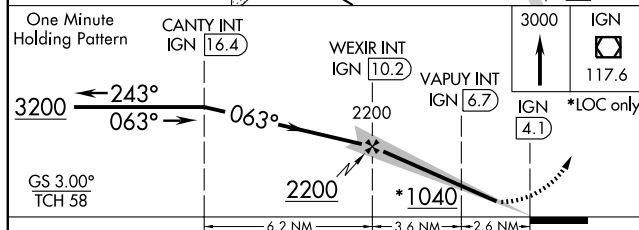
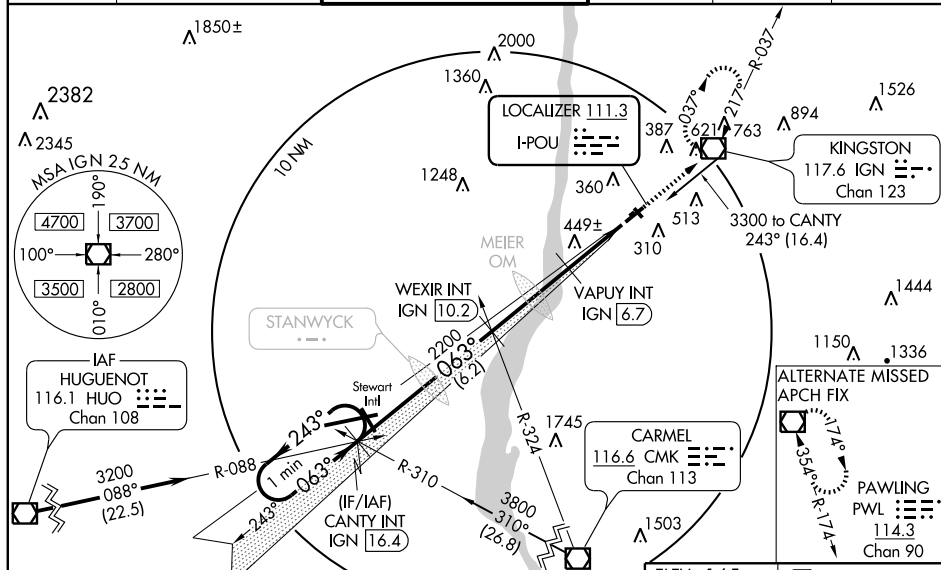
NEWBURGH, NEW YORK

ILS or LOC RWY 6

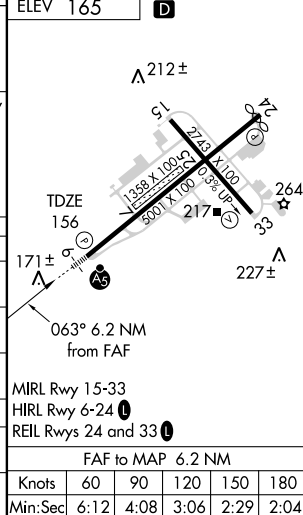
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

| | | | | | |
|----------------------------------|-------------------------------|---|--|------------------|--|
| LOC I-POU 111.3 | APP CRS 063° | Rwy Idg 5001 TDZE 156 Apt Elev 165 | Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase DA 71 feet and MDA 80 feet, increase VAPUY fix minimums: S-LOC 6 Cat D and circling Cat B, C, and D visibility ¼ mile. Inoperative table does not apply to S-ILS 6 all Cats and S-LOC 6 Cats A, B and VAPUY fix minimums S-LOC 6 Cats A, B. For inoperative MALSR, increase VAPUY fix minimums S-LOC 6 Cat C visibility to 1¼ mile. For inoperative MALSR, when using Montgomery altimeter setting, increase S-ILS 6 all Cats visibility to 1¼. ** DME from IGN VOR/DME. | MALSR | MISSED APPROACH: Climb to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000. |
|----------------------------------|-------------------------------|---|--|------------------|--|

| | | | | | |
|------------------------------|--|--|--------------------------------|---------------------------------|--------------------------------|
| ATIS 126.75 | NEW YORK APP CON 132.75 363.1 | DUTCHESS COUNTY TOWER * 124.0 (CTAF) 269.15 | GND CON 121.8 | CLNC DEL 121.8 | UNICOM 122.95 |
|------------------------------|--|--|--------------------------------|---------------------------------|--------------------------------|



| CATEGORY | A | B | C | D |
|----------------------|----------------------|----------------------|----------------------|---------------------|
| S-ILS 6 | 469-1 | 313 (400-1) | | |
| S-LOC 6 | 1040-1 884 (900-1) | 1040-2¼ 884 (900-2¼) | 1040-2½ 884 (900-2½) | |
| CIRCLING | 1040-1¼ 875 (900-1¼) | 1040-2¾ 875 (900-2¾) | 1040-3 875 (900-3) | |
| VAPUY FIX MINIMUMS** | | | | |
| S-LOC 6 | 640-1 | 484 (500-1) | | |
| CIRCLING | 760-1 595 (600-1) | 840-1 675 (700-1) | 840-2 675 (700-2) | 840-2¼ 675 (700-2¼) |



LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

| CITY/AIRPORT | LDG RWY | HOLD-SHORT POINT | MEASURED DISTANCE |
|------------------------------|---------|------------------|-------------------|
| ALBANY, NY | | | |
| ALBANY INTL (ALB) | 01 | 10-28 | 4,150 feet |
| | 28 | 01-19 | 3,750 feet |
| ATLANTIC CITY, NJ | | | |
| ATLANTIC CITY INTL (ACY) | 04 | 13-31 | 3,550 feet |
| | 13 | 04-22 | 3,600 feet |
| | 31 | 04-22 | 5,750 feet |
| ELMIRA, NY | | | |
| ELMIRA/CORNING RGNL (ELM) | 24 | 10-28 | 4,750 feet |
| | 28 | 06-24 | 3,050 feet |
| FARMINGDALE, NY | | | |
| REPUBLIC (FRG) | 32 | 01-19 | 3,650 feet |
| ISLIP, NY | | | |
| LONG ISLAND MAC ARTHUR (ISP) | 06 | 15R-33L | 4,200 feet |
| | 10 | 15R-33L | 3,000 feet |
| | 15R | 10-28 | 4,600 feet |
| | 24 | 10-28 | 4,600 feet |
| | 28 | 06-24 | 4,500 feet |
| NEW YORK, NY | | | |
| LA GUARDIA (LGA) | 04 | 13-31 | 4,600 feet |
| | 31 | 04-22 | 5,500 feet |
| NEWARK, NJ | | | |
| NEWARK LIBERTY INTL (EWR) | 11 | 04R-22L | 5,700 feet |
| | 04L | 11-29 | 7,750 feet |
| | 04R | 11-29 | 8,100 feet |
| POUGHKEEPSIE, NY | | | |
| DUTCHESS COUNTY (POU) | 06 | 15-33 | 3,150 feet |
| SYRACUSE, NY | | | |
| SYRACUSE HANCOCK INTL (SYR) | 10 | 15-33 | 7,700 feet |
| | 15 | 10-28 | 6,000 feet |
| TETERBORO, NJ | | | |
| TETERBORO (TEB) | 01 | 06-24 | 4,550 feet |
| | 06 | 01-19 | 3,750 feet |
| WHITE PLAINS, NY | | | |
| WESTCHESTER COUNTY (HPN) | 11 | 16-34 | 2,500 feet |
| | 16 | 11-29 | 4,000 feet |

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 42910 W06A | APP CRS 063° | Rwy Idg TDZE Apt Elev | 5001 156 165 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 6

POUGHKEEPSIE / DUTCHES COUNTY (POU)

▼ Inoperative table does not apply to LNAV Cats A and B. Baro-VNAV NA when using Montgomery altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all DA 71 feet and MDA 80 feet, and increase LNAV/VNAV all Cat, LNAV Cats C, D and Circling Cat B, C, D visibility ¼ mile. For inoperative MALSR, when using Montgomery altimeter setting, increase LPV all Cats visibility to 1 ½ mile.

MALSR



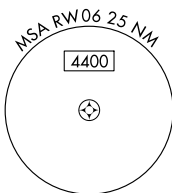
MISSED APPROACH:
Climb to 3000 direct JURIL and via 061° track to IGN VOR/DME and hold, continue climb-in-hold to 3000.

| | | | | | |
|-----------------------|---|--|-------------------------|--------------------------|-------------------------|
| ATIS 126.75 | NEW YORK APP CON 132.75 363.1 | DUTCHES COUNTY TOWER ★ 124.0 (CTAF) 0 269.15 | GND CON 121.8 | CLNC DEL 121.8 | UNICOM 122.95 |
|-----------------------|---|--|-------------------------|--------------------------|-------------------------|

A 1850 ±

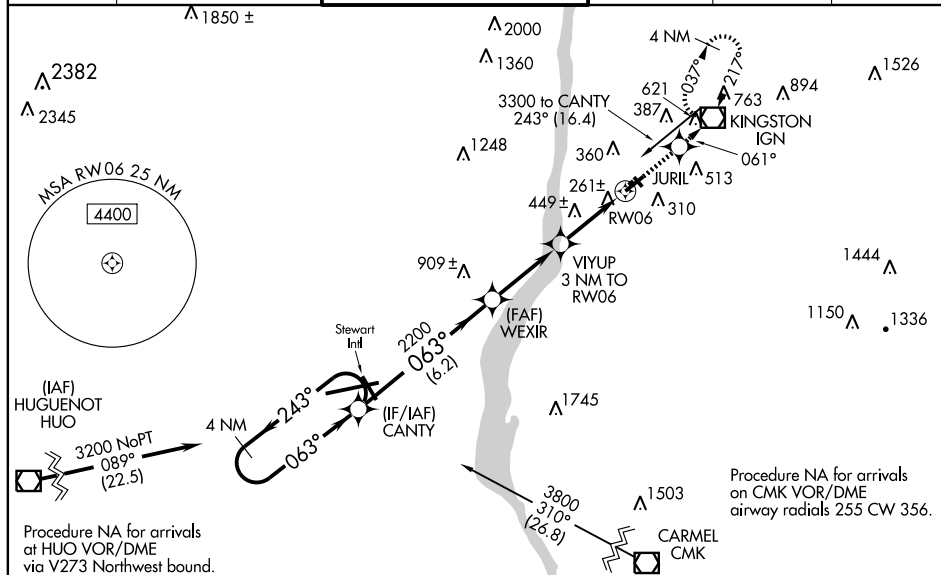
A 2382

A 2345



(IAF) HUGUENOT HUO

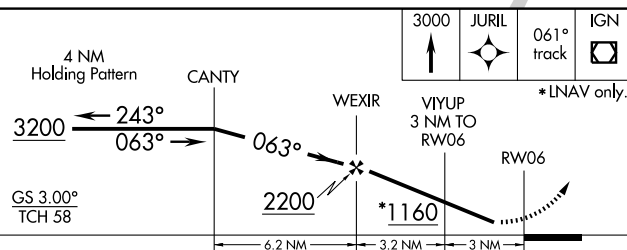
3200 NoPT 089° (22.5)
Procedure NA for arrivals at HUO VOR/DME via V273 Northwest bound.



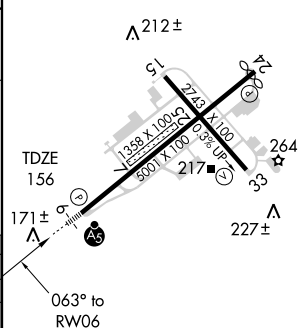
Procedure NA for arrivals on CMK VOR/DME airway radials 255 CW 356.

ELEV 165

D



| CATEGORY | A | B | C | D |
|--------------|----------------------|----------------------|----------------------|--------------------------|
| LPV DA | | 503-1 | 347 (400-1) | |
| LNAV/VNAV DA | | 738-1 ½ | 582 (600-1 ½) | |
| LNAV MDA | | 740-1 | 584 (600-1) | 740-1 ¼ 584 (600-1 ¼) |
| CIRCLING | 760-1 595 (600-1) | 840-1 675 (700-1) | 840-2 675 (700-1) | 840-2 ¼ 675 (700-2 ¼) |



MIRL Rwy 15-33
HIRL Rwy 6-24 0
REIL Rwy 24 and 33 0

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4888 |
| 243° | TDZE | 157 |
| | Apt Elev | 165 |

RNAV (GPS) RWY 24

POUGHKEEPSIE / DUTCHESS COUNTY (POU)

V DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, and LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct CANTY and hold.

ATIS
126.75

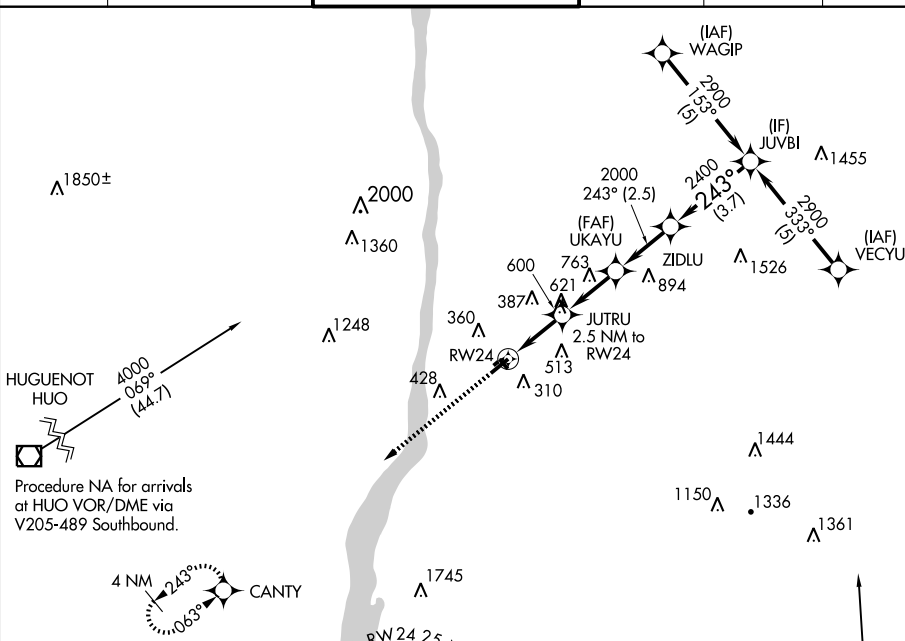
NEW YORK APP CON
132.75 363.1

DUTCHESS COUNTY TOWER ★
124.0 (CTAF) 0 269.15

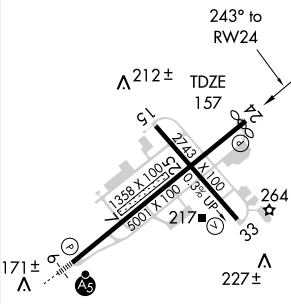
GND CON
121.8

CLNC DEL
121.8

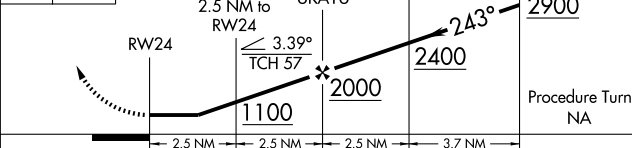
UNICOM
122.95



ELEV 165

D

3200 CANTY



MIRL Rwy 15-33
HIRL Rwy 6-24
REIL Rws 24 and 33

POUGHKEEPSIE, NEW YORK

Orig 09015

POUGHKEEPSIE / DUTCHESS COUNTY (POU)

41°38'N - 73°53'W

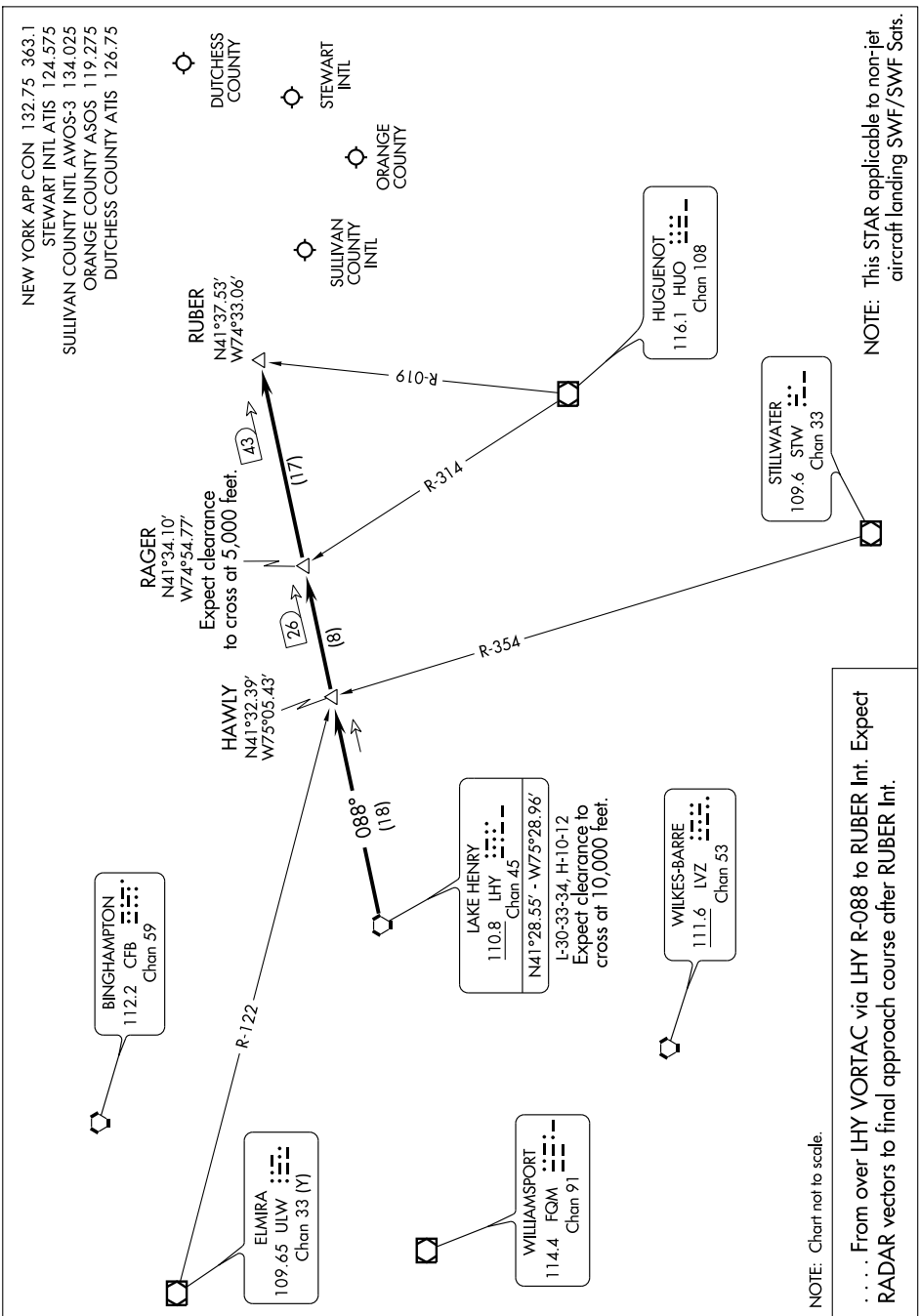
RNAV (GPS) RWY 24

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

RUBER ONE ARRIVAL

NE-2, 23 SEP 2010 to 21 OCT 2010



NE-2, 23 SEP 2010 to 21 OCT 2010

RUBER ONE ARRIVAL

| | | | |
|--|------------------------|---|--|
| VOR/DME IGN 117.6 Chan 123 | APP CRS 242° | Rwy Idg TDZE Apt Elev 165 | N/A N/A 165 |
|--|------------------------|---|--|

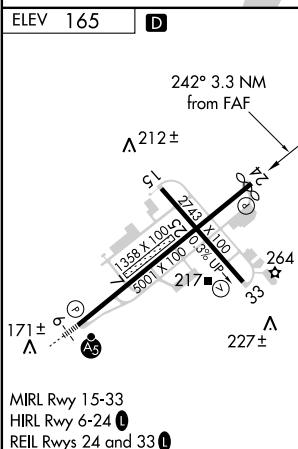
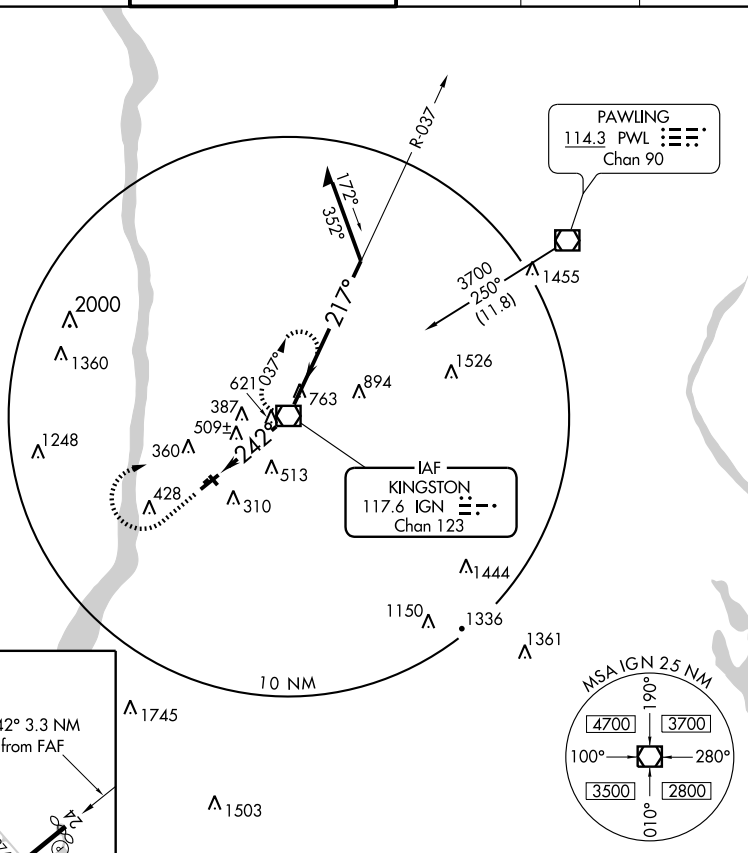
VOR-A

POUGHKEEPSIE / DUTCHESS COUNTY (POU)

V Visibility reduction by helicopters NA.
A When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

| | | | | | |
|-----------------------|---|---|-------------------------|--------------------------|-------------------------|
| ATIS 126.75 | NEW YORK APP CON 132.75 363.1 | DUTCHESS COUNTY TOWER ★ 124.0 (CTAF) 0 269.15 | GND CON 121.8 | CLNC DEL 121.8 | UNICOM 122.95 |
|-----------------------|---|---|-------------------------|--------------------------|-------------------------|



| FAF to MAP 3.3 NM | | | | | | CATEGORY | A | B | C | D |
|-------------------|------|------|------|------|------|----------|----------------------|----------------------|----------------------|------------------------|
| Knots | 60 | 90 | 120 | 150 | 180 | CIRCLING | 760-1 595 (600-1) | 840-1 675 (700-1) | 840-2 675 (700-2) | 840-2¼ 675 (700-2¼) |
| Min:Sec | 3:18 | 2:12 | 1:39 | 1:19 | 1:06 | | | | | |

POUGHKEEPSIE, NEW YORK

Amdt 11 09015

POUGHKEEPSIE / DUTCHESS COUNTY (POU)

41°38'N - 73°53'W

VOR-A

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

| | | | |
|--|------------------------|-----------------------------|---|
| VOR/DME IGN 117.6 Chan 123 | APP CRS 062° | Rwy Idg TDZE Apt Elev | 5001 156 165 |
|--|------------------------|-----------------------------|---|

VOR/DME RWY 6

POUGHKEEPSIE / DUTCHESS COUNTY (POU)

T Inoperative table does not apply to Cats A, B. Visibility reduction by
A helicopters NA. When local altimeter setting not received, use
 Montgomery altimeter setting and increase all MDA 80 feet, increase
 S-6 Cats C, D and Circling Cats B, C, D visibility $\frac{1}{4}$ mile.

MALSR

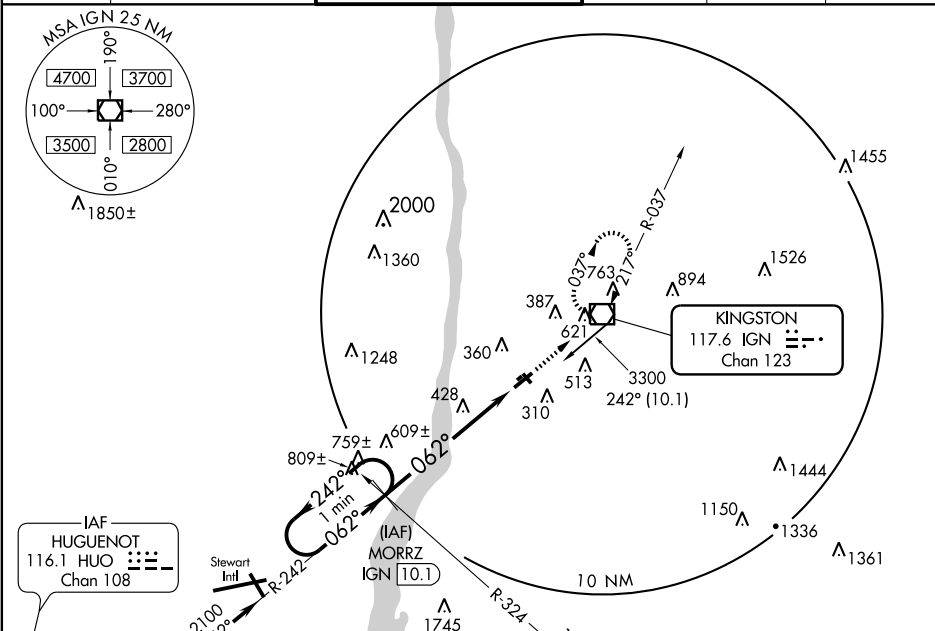
MISSED APPROACH: Climb to 3000
direct IGN VOR/DME and hold,
continue climb-in-hold to 3000.

ATIS
126.75

NEW YORK APP CON
132.75 363.1

DUTCHESS COUNTY TOWER ★
124.0 (CTAF) **L** 269.15



GND CON
121.8

CLNC DEL
121.8UNICOM
122.95

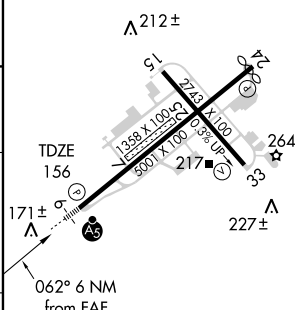
| | |
|----------|---|
| ELEV 165 | D |
|----------|---|

One Minute Holding Pattern

MORRZ
IGN 10.1

| | |
|---|---|
| 3000 | IGN |
|  |  |
| | 117.6 |

2300 $\xleftarrow{242^\circ}$ $\xrightarrow{062^\circ}$ * $\xrightarrow{29^\circ}$ TC



| CATEGORY | 6 NM | | | |
|----------|-------|-------------|------------------------|------------------------|
| | A | B | C | D |
| S-6 | 860-1 | 704 (700-1) | 860-1½ 704 (700-1½) | 860-1¾ 704 (700-1¾) |
| CIRCLING | 860-1 | 695 (700-1) | 860-2 695 (700-2) | 860-2¼ 695 (700-2¼) |

MIRL Rwy 15-33
HIRL Rwy 6-24 **L**
REIL Rwy 24 and 33 **L**

| | | | |
|-----------------|-------------|----------|-------------|
| VOR/DME IGN | APP CRS | Rwy Idg | 4888 |
| 117.6 | 242° | TDZE | 157 |
| Chan 123 | | Apt Elev | 165 |

VOR/DME RWY 24
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, S-24 and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via heading 064° and IGN VOR/DME R-013 to ATWAN/4.3 DME and hold, continue climb-in-hold to 3000.

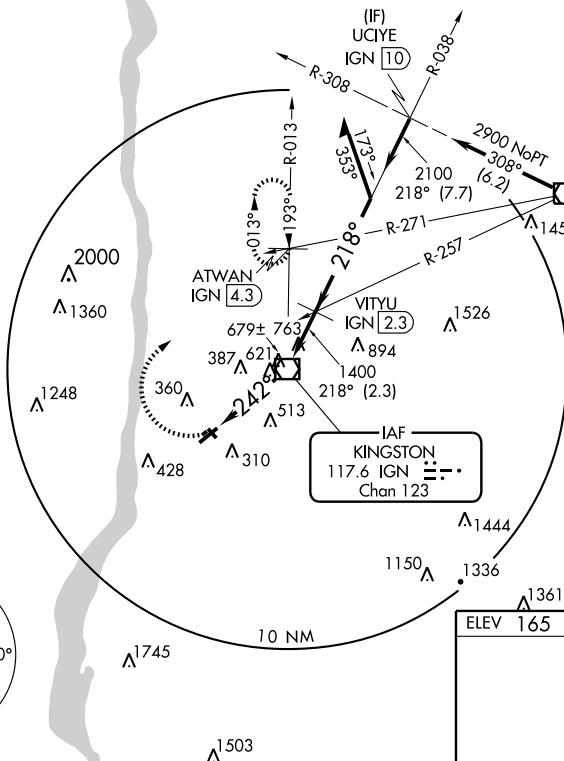
ATIS
126.75

NEW YORK APP CON
132.75 363.1

DUTCHESS COUNTY TOWER 1
124.0 (CTAF) **L** 269.15

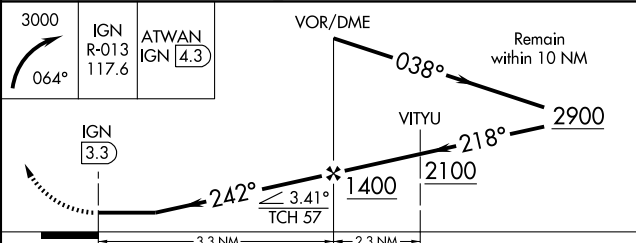
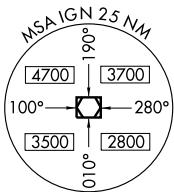
GND CON
121.8

CLNC DE
121,8

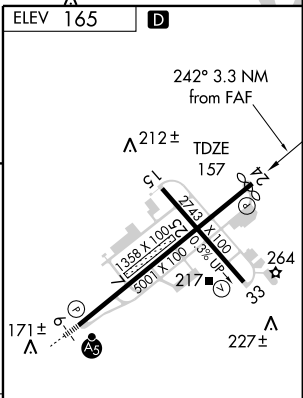
UNICOM
122.95

IAF
PAWLING
114.3 PWL :≡≡·
Chan 90

IAF
KINGSTON
117.6 IGN $\equiv - \cdot$
Chan 123



| CATEGORY | A | B | C | D |
|----------|----------------------|------------------------|------------------------|------------------------|
| S-24 | 940-1 783 (800-1) | 940-1¼ 783 (800-1¼) | 940-2¼ 783 (800-1¼) | 940-2½ 783 (800-2½) |
| CIRCLING | 940-1 775 (800-1) | 940-1¼ 775 (800-1¼) | 940-2¼ 775 (800-2¼) | 940-2½ 775 (800-2½) |



MIRL Rwy 15-33
HIRL Rwy 6-24 **L**
REIL Rwy 24 and 33 **L**

POUGHKEEPSIE, NEW YORK
Amdt 4A 09071POUGHKEEPSIE / DUTCHESS COUNTY (POU)
VOR/DMF RWY 24

41°38'N - 73°53'W

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

RANDOLPH (D85) 2 W UTC-5(-4DT) N42°09.25' W79°00.99'

DETROIT

1665 NOTAM FILE BUF

RWY 08-26: 2495X80 (TURF)

RWY 08: Brush.

RWY 26: Brush.

AIRPORT REMARKS: Attended irregularly. Deer on and invof arpt occasionally at dusk and early morning. + 15' brush along south edge of rwy, 50-60' from centerline. Rwy 08 has + 44' tree, 20' from rwy end, 75' right of centerline, + 63' tree, 135' from rwy end, 115' right of centerline, + 63' trees, 520' from rwy end, 125' right of centerline. Rwy 26 has + 82' trees, 760' from rwy end, across rwy centerline. Limited visibility down runway, cannot see aircraft on rwy end from opposite rwy end.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: CLNC DEL thru Flight Services 1-888-766-8267.

RED HOOK

SKY PARK (46N) 2 E UTC-5(-4DT) N41°59.08' W73°50.16'

NEW YORK

323 TPA-1523(1200) NOTAM FILE ISP

L-33B, 341

RWY 01-19: H2664X30 (ASPH) S-30 0.3% up S

IAP

RWY 01: Trees.

RWY 19: Trees.

AIRPORT REMARKS: Unattended. Call at least three (3) hours prior minimum for PPR at 845-352-3924. Rwy safety areas have dropoffs and rough terrain. Rwy 01-19 pavement has small potholes and loose aggregate. Parallel twy constructed of dirt and grvl. Trees within 20' of centerline east of parallel twy south of midpoint. Parking fee weekends during air show at Rhinebeck.

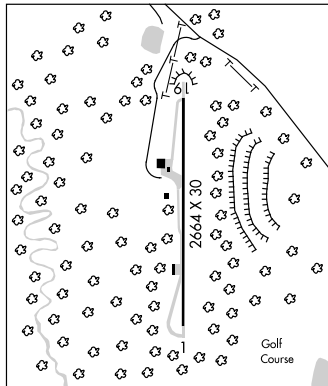
COMMUNICATIONS: CTAF 122.9

® **NEW YORK APP/DEP CON** 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93'

W73°49.33' 010°19.1 NM to fld. 580/12W. HIWAS.



RENSSELAER CO (See TROY)

REPUBLIC (See FARMINGDALE)

ROCHESTER N43°07.08' W77°40.37' NOTAM FILE ROC.

DETROIT

(L) VOR/DME 110.0 ROC Chan 37 at Greater Rochester Intl. 549/12W.

H-10H, 11C, 12J, L-31E, 32F

RCO 122.6 (BUFFALO RADIO)

| | | | |
|--|------------------------|--|---|
| VOR/DME IGN 117.6 Chan 123 | APP CRS 010° | Rwy Idg TDZE Apt Elev 323 | 2664 323 323 |
|--|------------------------|--|---|

VOR or GPS RWY 1
RED HOOK / SKY PARK (46N)

▼
▲ NA Use Poughkeepsie, NY altimeter setting.

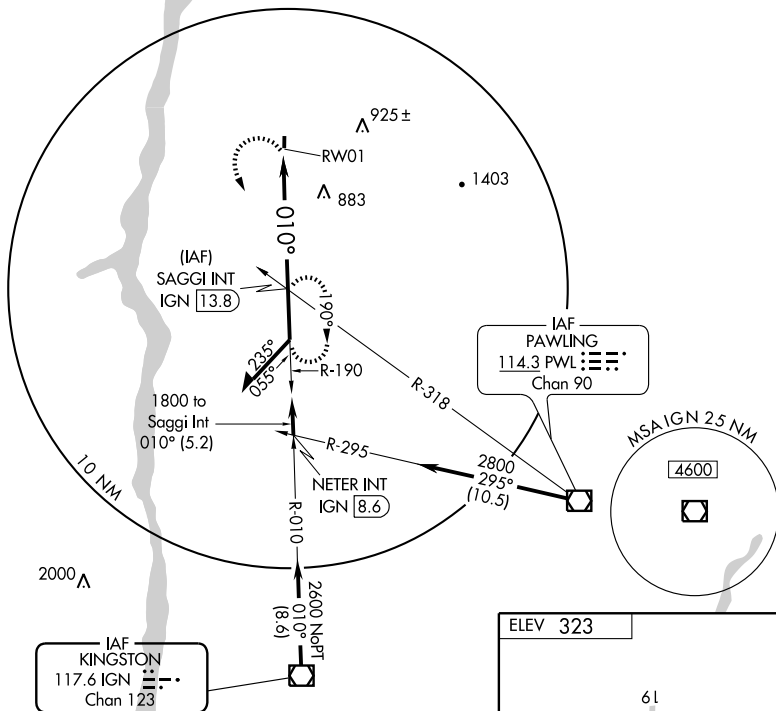
MISSED APPROACH: Climbing left turn to 2600 via
IGN R-010 to SAGGI Int/13.8 DME and hold.

NEW YORK APP CON
132.75 363.1

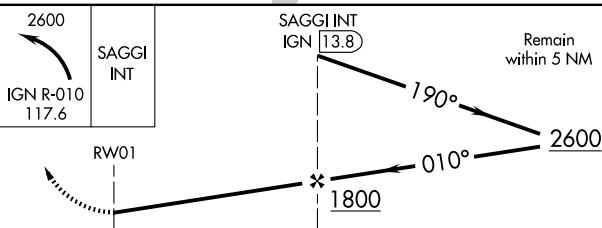
CTAF
122.9

▲ 3225

2250

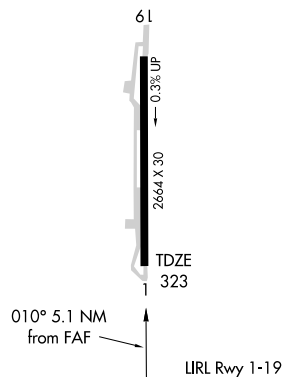


Final approach from Saggi Int holding pattern not authorized. Procedure turn required.



| CATEGORY | A | B | C | D |
|----------|---------------------------|---|----|---|
| S-1 | 1340-1¼ 1017 (1100-1¼) | | NA | |
| CIRCLING | 1340-1¼ 1017 (1100-1¼) | | NA | |

ELEV 323



| FAF to MAP 5.1 NM | | | | | |
|-------------------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

AIRPORT DIAGRAM

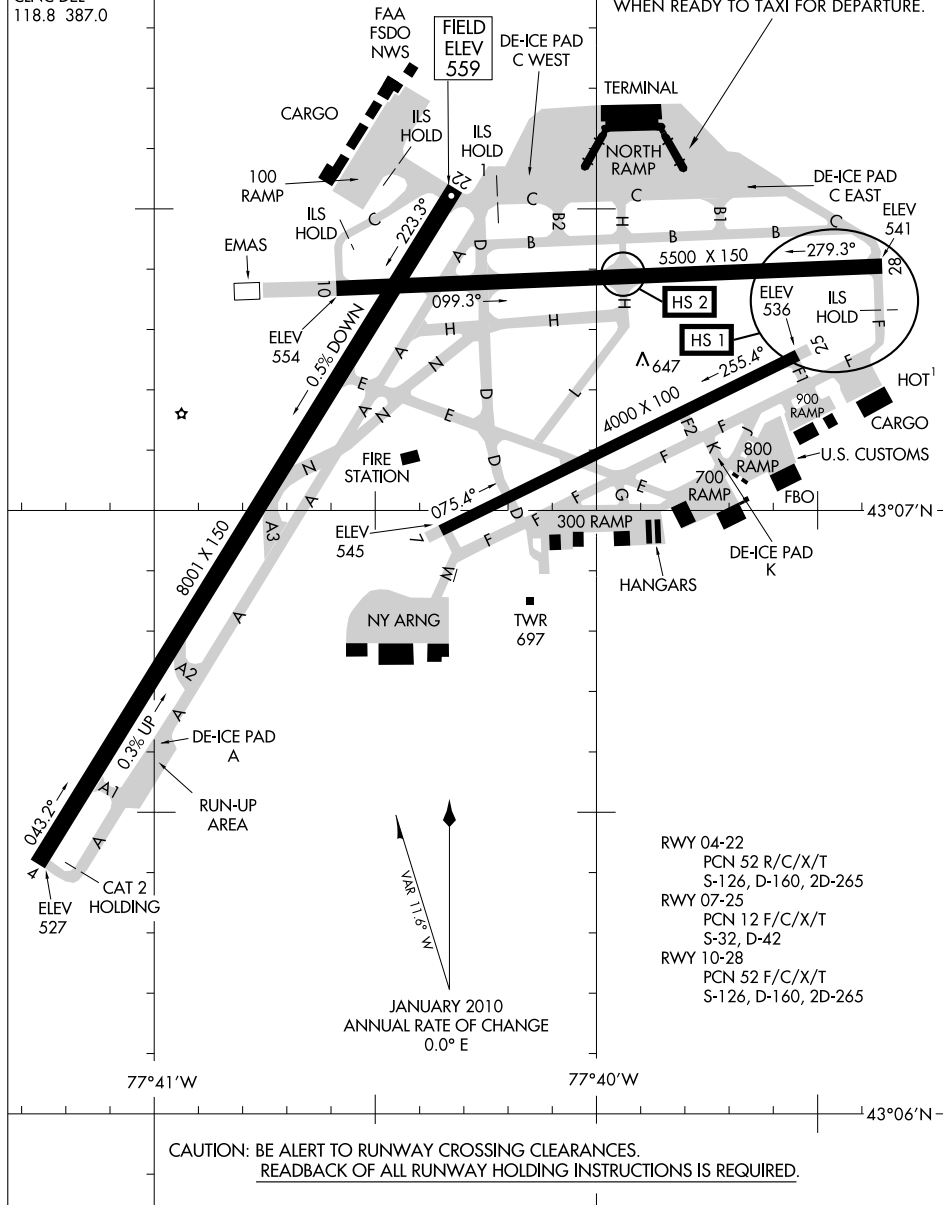
AL-351 (FAA)

ROCHESTER/GREATER ROCHESTER INTL (ROC)
ROCHESTER, NEW YORK

| | |
|-----------------|--|
| ATIS | |
| 124.825 | |
| ROCHESTER TOWER | |
| 118.3 254.3 | |
| GND CON | |
| 121.7 | |
| CLNC DEL | |
| 118.8 387.0 | |

43°08'N

NOTE: TERMINAL RAMP IS UNCONTROLLED. DO NOT CALL FOR PUSH/POWER BACK. ADVISE GND CON WHEN READY TO TAXI FOR DEPARTURE.



NE-2. 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

ROCHESTER, NEW YORK
ROCHESTER/GREATER ROCHESTER INTL (ROC)

ROCHESTER

GREATER ROCHESTER INTL (ROC) 3 SW UTC-5(-4DT) N43°07.13' W77°40.34'

DETROIT

559 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks AOE

H-10H, 11C, 12J, L-31E, 32F

Class I, ARFF Index C NOTAM FILE ROC

IAP, AD

RWY 04-22: H8001X150 (ASPH-GRVD) S-126, D-160,
2D-265 PCN 52 R/C/X/T HIRL CL

RWY 04: ALSF2. TDZL. Trees. 0.3% up.

RWY 22: MALSR. VASI (V4L)—GA 3.0° TCH 52'. Tree. Rgt tfc.
0.5% down.RWY 10-28: H5500X150 (ASPH-GRVD) S-126, D-160, 2D-265
PCN 52 F/C/X/T HIRL

RWY 10: REIL. PAPI(P4L)—GA 3.0° TCH 54'. Trees. Rgt tfc.

RWY 28: MALSR. Fence.

RWY 07-25: H4000X100 (ASPH) S-32, D-42 PCN 12 F/C/X/T
MIRL

RWY 07: REIL. Pole. Rgt tfc.

RWY 25: REIL. PAPI(P4R)—GA 3.0° TCH 40'. Tree.

ARRESTING GEAR/SYSTEM

RWY 28: EMAS

AIRPORT REMARKS: Attended continuously. J8 avbl for DoD acft. Birds,

deer and coyote on and in/ovf arpt. Rwy 07-25 CLOSED to jet acft.

Be alert during ldg/tkf Rwy 25 and Rwy 28 thlds in close proximity
to each other. No practice apchs or maintenance engine run-upsbetween 0400-1100Z. +80' obstruction lgtd twr 1250' west of Rwy 04-22 centerline 1000' south of extended
centerline Rwy 10-28. Multiple unshielded lgts in final apch area Rwy 28. Twy A from Twy E to Rwy 28 clsd to

acft with wingspan greater than 170'. Twy A2 clsd to heavy acft. Twy L clsd to acft greater than 60,000 lbs.

gross takeoff weight. Twy F from Twy J to Rwy 07 clsd to acft with wingspan greater than 100'. TPA-1400(841)

small acft, 2000(1441) large acft/turbine. Rwy 07 REIL and Rwy 25 REIL controlled by twr but not monitored.

Rwy 10 REIL controlled by tower but not monitored. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS 124.825 (585) 235-7322. WSP.

COMMUNICATIONS: ATIS 124.825 UNICOM 122.95

ROCHESTER RCO 122.6 (BUFFALO RADIO)

① APP CON 119.55 (330°-160°) 123.7 (161°-329°) ① DEP CON 119.55 (330°-160°) 123.7 (161°-329°) 127.325

TOWER 118.3 GND CON 121.7 CLNC DEL 118.8 PRE-TAXI CLNC 118.8

AIRSPACE: CLASS C svc continuous, ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE ROC.

ROCHESTER (L) VOR/DME 110.0 ROC Chan 37 N43°07.08' W77°40.37' at fld. 549/12W.

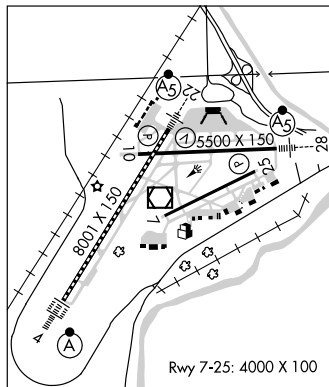
AVON NDB (MHW) 344 AVN N43°00.60' W77°46.16' 042° 7.8 NM to fld.

BREIT NDB (LOM) 400 RO N43°07.59' W77°33.24' 275° 5.2 NM to fld.

ILS 110.7 I-MCU Rwy 04. Class IIE.

ILS 110.7 I-MWD Rwy 22. Class IB. Middle Marker and Outer Marker unmonitored.

ILS 109.5 I-ROC Rwy 28. Class IT. LOM BREIT NDB.



ROCKDALE N42°27.98' W75°14.35' NOTAM FILE BUF.

NEW YORK

(L) VOR/DME 112.6 RKA Chan 73 230°12.6 NM to Sidney Muni. 2032/11W.

H-10I, 11C, 12J, L-32F, 33A

RCO 122.1R 112.6T (BUFFALO RADIO)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| CITY/AIRPORT | HOT SPOT | DESCRIPTION* |
|--------------------|----------|--|
| CALDWELL, NJ | | |
| ESSEX COUNTY (CDW) | HS 1 | Twy N and Twy P close proximity to Rwy 28. |
| NEW YORK, NY | | |
| LA GUARDIA (LGA) | HS 1 | Int of rws and Twy G, Twy P, Twy R, Twy S. |
| | HS 2 | Exiting Rwy 04 at Twy Q. |
| ROCHESTER, NY | | |
| GREATER ROCHESTER | | |
| INTL (ROC) | HS 1 | Adjacent thresholds. |
| | HS 2 | Rwy int. |

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

| | | | |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-MWD 110.7 | APP CRS 222° | Rwy Idg TDZE Apt Elev | 8001 559 559 |
|---------------------------|------------------------|-----------------------------|---|

ILS or LOC RWY 22

ROCHESTER / GREATER ROCHESTER INTL (ROC)

When R-5203 active hold in lieu not authorized.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

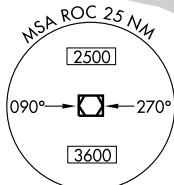
MALSR



MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 direct GEE VOR/DME and hold.

| | | | | |
|------------------------|--|---------------------------------------|-------------------------|--------------------------------|
| ATIS 124.825 | ROCHESTER APP CON 119.55 269.6 | ROCHESTER TOWER 118.3 254.3 | GND CON 121.7 | CLNC DEL 118.8 387.0 |
|------------------------|--|---------------------------------------|-------------------------|--------------------------------|

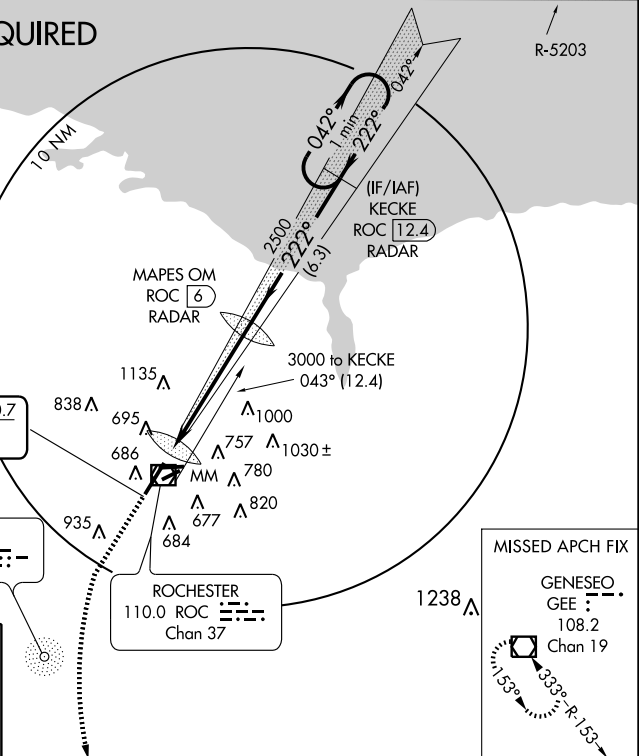
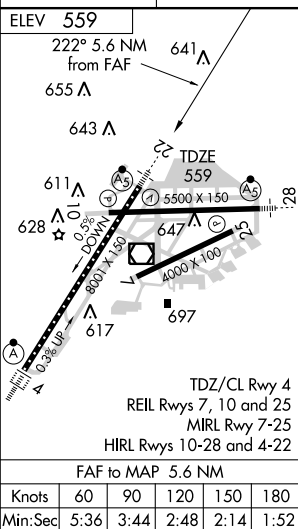
DME OR RADAR REQUIRED



ALTERNATE MISSED APCH FIX
AVON
AVN 344
041° 221°

LOCALIZER 110.7
I-MWD

AVON
344 AVN



MISSED APCH FIX
GENESEO
GEE 108.2
Chan 19
153° 333° R-153

| | | | | | |
|----------|------------------------|----------------------------|----------------------------|----------------------|----------------------------|
| 1000 | 4000 | GEE | MAPES OM ROC 6 RADAR | KECKE ROC 12.4 RADAR | One Minute Holding Pattern |
| | | | | | |
| CATEGORY | A | B | C | D | |
| S-ILS 22 | * 759/24 200 (200-1/2) | | | | |
| S-LOC 22 | 1000/24 441 (500-1/2) | 1000/40 441 (500-3/4) | 1000/50 441 (500-1) | 1240-2 1/4 | |
| CIRCLING | 1060-1 501 (600-1) | 1060-1 1/2 501 (600-1 1/2) | 1240-2 1/4 681 (700-2 1/4) | | |

ILS or LOC RWY 28

ROCHESTER / GREATER ROCHESTER INTL (ROC)

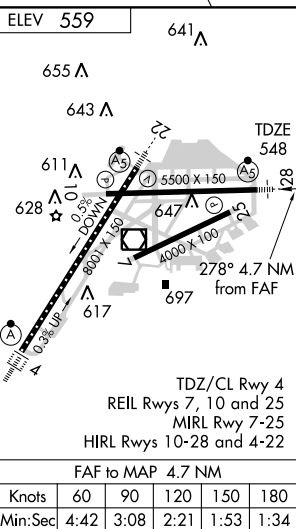
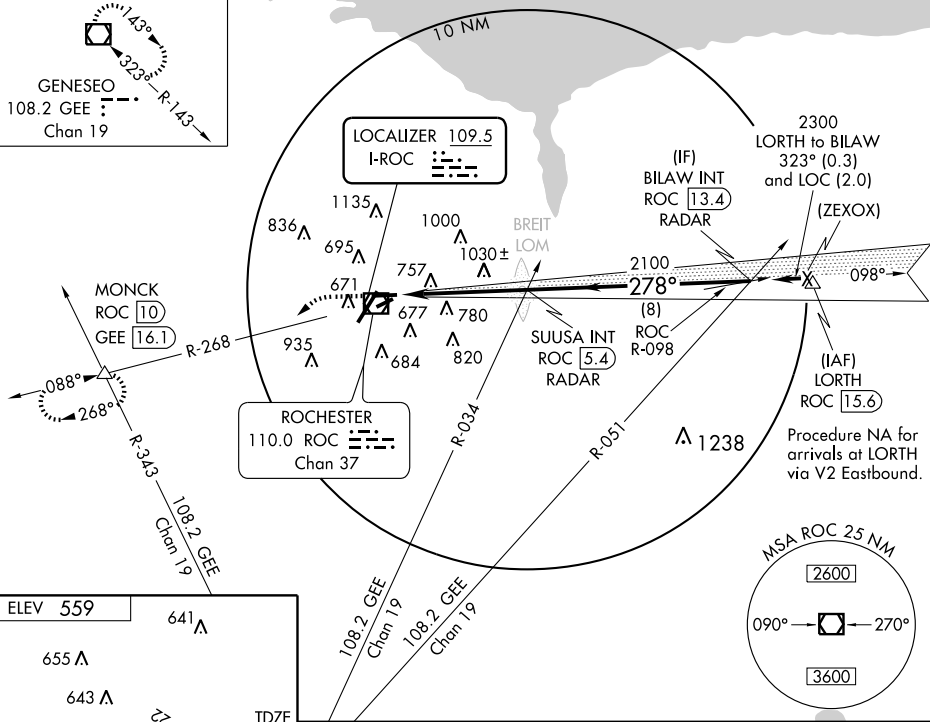
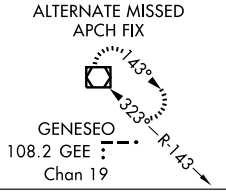
| | | | |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-ROC 109.5 | APP CRS 278° | Rwy Idg TDZE Apt Elev | 5500 548 559 |
|---------------------------|------------------------|-----------------------------|---|

▼ Inoperative table does not apply to S-ILS 28 all Cats. and S-LOC 28 Cats. A and B.
▲ Visibility reduction by helicopters NA.
Multiple unshielded lights in final approach area.



MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 230° and ROC VOR/DME R-268 to MONCK INT/ROC 10 DME and hold.

| | | | | |
|------------------------|--|---------------------------------------|-------------------------|--------------------------------|
| ATIS 124.825 | ROCHESTER APP CON 119.55 269.6 | ROCHESTER TOWER 118.3 254.3 | GND CON 121.7 | CLNC DEL 118.8 387.0 |
|------------------------|--|---------------------------------------|-------------------------|--------------------------------|



| | | | | |
|----------|---|-------------------------------|--------------------------------|--|
| | MONCK HDG 230° ROC R-268 110.0 | SUUSA INT ROC 5.4 RADAR | BILAW INT ROC 13.4 RADAR | 2300 Procedure Turn NA GS 3.00° TCH 57' |
| CATEGORY | A | B | C | D |
| S-ILS 28 | 798/50 250 (300-1) | | | |
| S-LOC 28 | 1280/50 732 (800-1) | 1280-1½ 732 (800-1½) | 1280-1¾ 732 (800-1¾) | |
| CIRCLING | 1280-1 721 (800-1) | 1280-2 721 (800-2) | 1280-2¼ 721 (800-2¼) | |

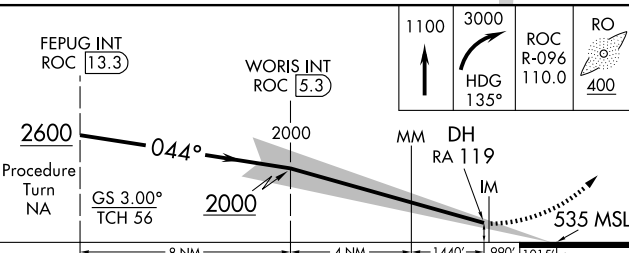
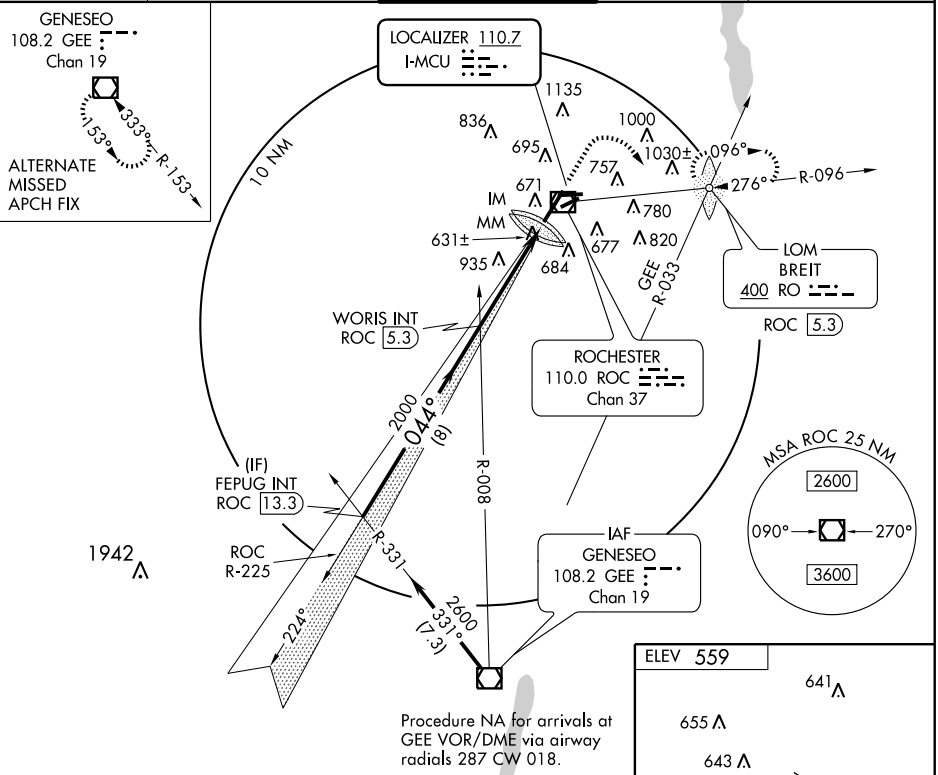
| | | | |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-MCU 110.7 | APP CRS 044° | Rwy Idg TDZE Apt Elev | 8001 535 559 |
|---------------------------|------------------------|-----------------------------|---|

ILS RWY 4 (CAT II)

ROCHESTER / GREATER ROCHESTER INTL (ROC)

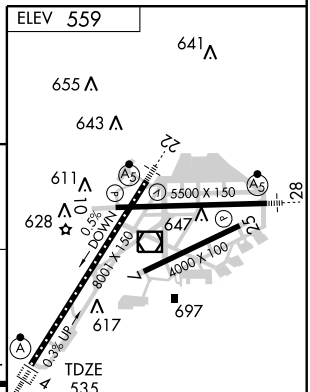
| | | | | |
|--|---|--|--|--|
| | MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 135° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000. | | | |
| | | | | |

| | | | | |
|------------------------|--|---------------------------------------|-------------------------|--------------------------------|
| ATIS 124.825 | ROCHESTER APP CON 119.55 269.6 | ROCHESTER TOWER 118.3 254.3 | GND CON 121.7 | CLNC DEL 118.8 387.0 |
|------------------------|--|---------------------------------------|-------------------------|--------------------------------|



| | | | | |
|----------|----------------------|---|---|---|
| CATEGORY | A | B | C | D |
| S-ILS 4 | RA 119/12 100 DA 635 | | | |

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

RNAV (GPS) RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)

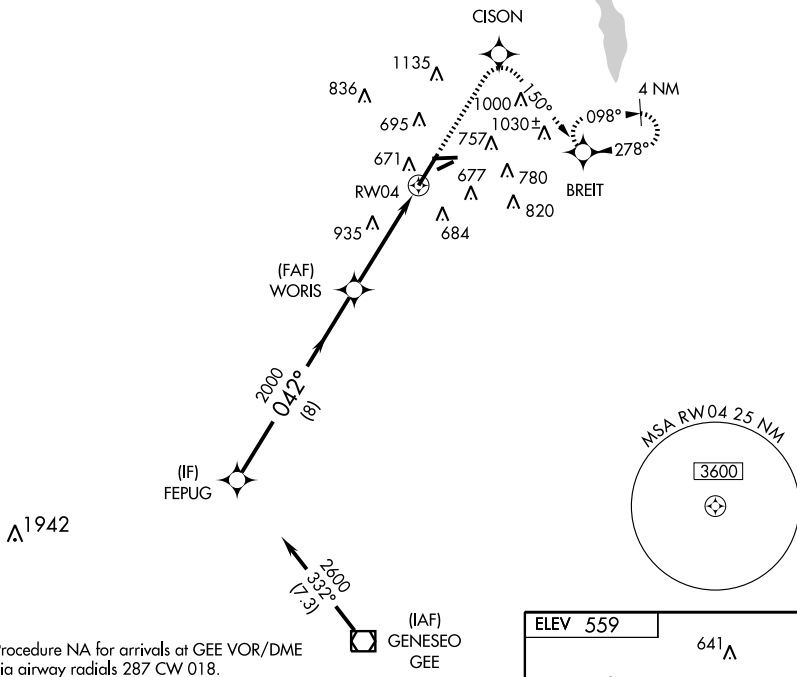
| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 45611 W04A | APP CRS 042° | Rwy Idg TDZE Apt Elev | 8001 535 559 |
|--|------------------------|-----------------------------|---|

▼ For inoperative ALSF-2, increase LPV visibility to 1½ mile all Cats.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2
▲

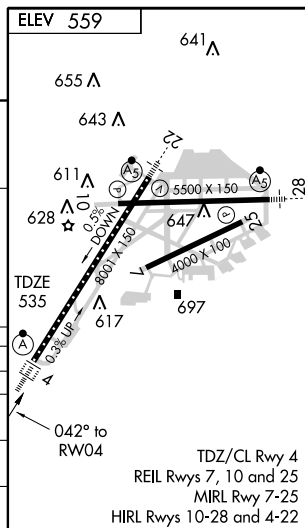
MISSED APPROACH: Climb to 3000 direct CISON and right turn via 150° track to BREIT and hold, continue climb-in-hold to 3000.

| | | | | |
|------------------------|--|---------------------------------------|-------------------------|--------------------------------|
| ATIS 124.825 | ROCHESTER APP CON 119.55 269.6 | ROCHESTER TOWER 118.3 254.3 | GND CON 121.7 | CLNC DEL 118.8 387.0 |
|------------------------|--|---------------------------------------|-------------------------|--------------------------------|



Procedure NA for arrivals at GEE VOR/DME via airway radials 287 CW 018.

| | | | | | | |
|-------------------|---------|-------------|-------------------------|-------------------------|------------|-------|
| | FEPUG | | 3000 | CISON | 150° track | BREIT |
| | 2600 | | | | | |
| Procedure Turn NA | 042° | | | | | |
| GS 3.00° TCH 56 | | | | | | |
| | 2000 | | | | | |
| | 8 NM | | 2.5 NM | 1.9 | | |
| CATEGORY | A | B | C | D | | |
| LPV DA | | 866/40 | 331 (400-¾) | | | |
| LNAV/VNAV DA | | 1321-2¼ | 786 (800-2¼) | | | |
| LNAV MDA | 1200/24 | 665 (700-½) | 1200/60 665 (700-1¼) | 1200-1½ 665 (700-1½) | | |
| CIRCLING | 1200-1 | 641 (700-1) | 1200-1¾ 641 (700-1¾) | 1240-2¼ 681 (700-2¼) | | |



ROCHESTER, NEW YORK

Amdt 1A 09211

ROCHESTER / GREATER ROCHESTER INTL (ROC)

43°07'N - 77°40'W

RNAV (GPS) RWY 4

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

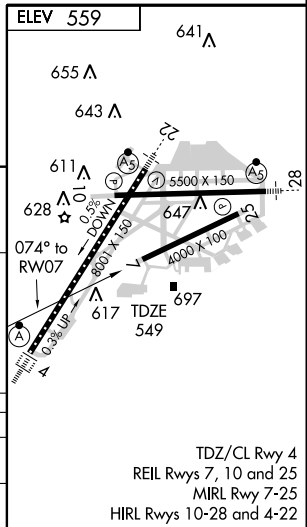
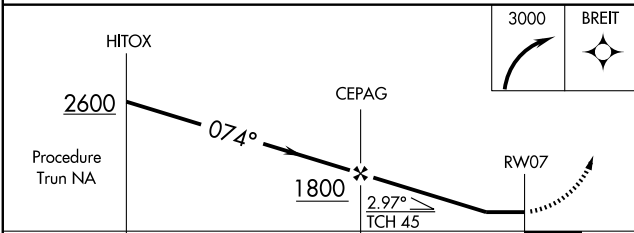
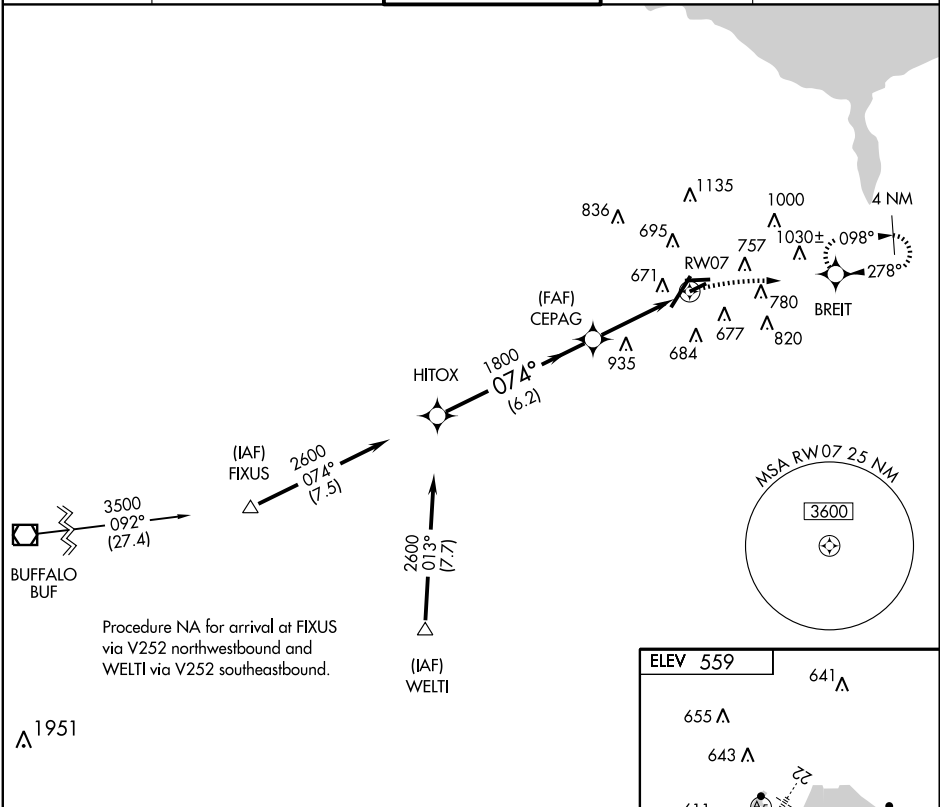
RNAV (GPS) RWY 7

ROCHESTER / GREATER ROCHESTER INTL (ROC)

| | | |
|------------------------|-----------------------------|---|
| APP CRS 074° | Rwy Idg TDZE Apt Elev | 4000 549 559 |
|------------------------|-----------------------------|---|

| | |
|--|--|
| <p>▽ GPS or RNP-0.3 required. △ NA DME/DME RNP-0.3 NA. Straight-In minimums NA at night.</p> | MISSED APPROACH: Climbing right turn to 3000 direct BREIT WP and hold. |
|--|--|

| | | | | |
|------------------------|--|---------------------------------------|-------------------------|--------------------------------|
| ATIS 124.825 | ROCHESTER APP CON 119.55 269.6 | ROCHESTER TOWER 118.3 254.3 | GND CON 121.7 | CLNC DEL 118.8 387.0 |
|------------------------|--|---------------------------------------|-------------------------|--------------------------------|



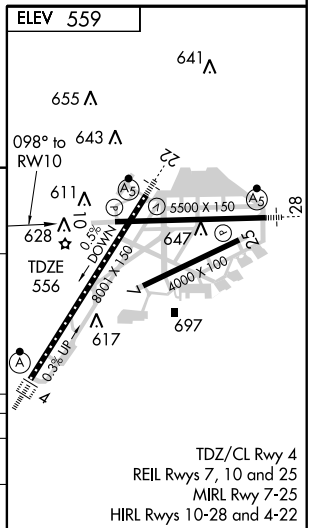
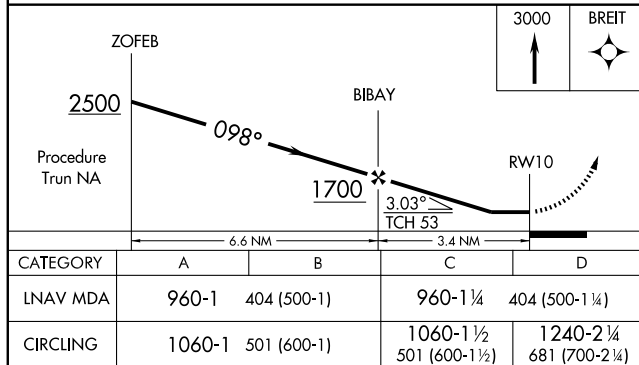
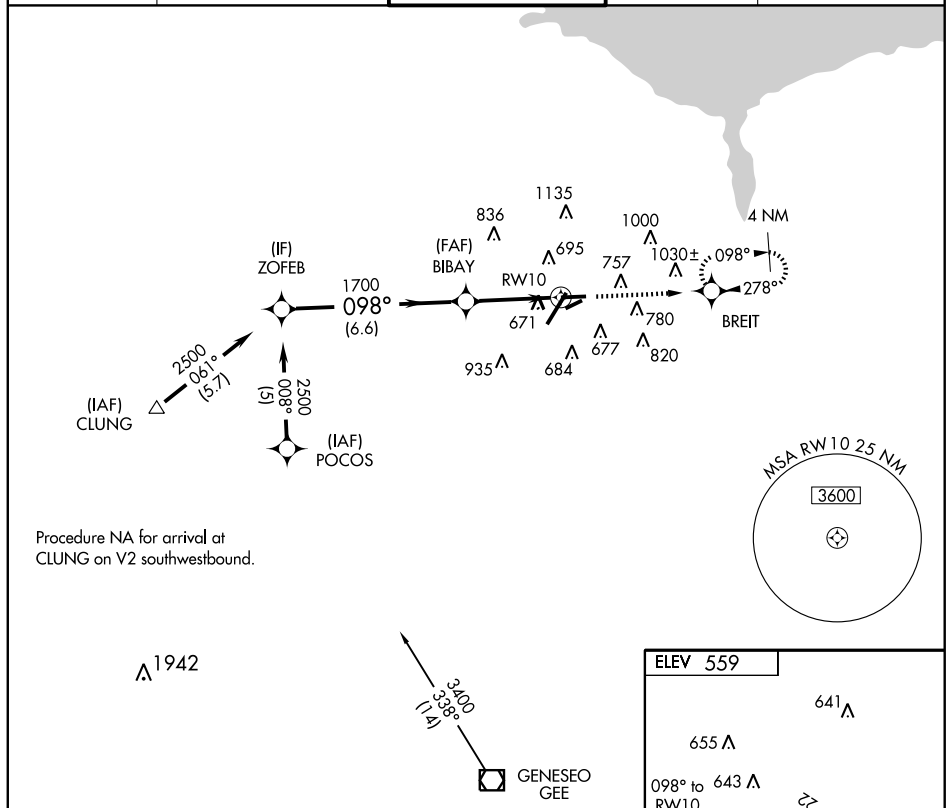
| CATEGORY | A | B | C | D |
|----------|--------------------|---|------------------------|------------------------|
| LNAV MDA | 1200-1 651 (700-1) | | 1200-1 651 (700-1 3/4) | 1200-2 651 (700-2) |
| CIRCLING | 1200-1 641 (700-1) | | 1200-1 641 (700-1 3/4) | 1240-2 681 (700-2 1/4) |

| | | |
|------------------------|-----------------------------|---|
| APP CRS 098° | Rwy Idg TDZE Apt Elev | 5500 556 559 |
|------------------------|-----------------------------|---|

RNAV (GPS) RWY 10

ROCHESTER / GREATER ROCHESTER INTL (ROC)

| | | | | |
|---|--|---|-------------------------|--------------------------------|
| NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. | | MISSED APPROACH: Climb to 3000 direct BREIT WP and hold. | | |
| ATIS 124.825 | ROCHESTER APP CON 119.55 269.6 | ROCHESTER TOWER 118.3 254.3 | GND CON 121.7 | CLNC DEL 118.8 387.0 |



| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 73016 W22A | APP CRS 222° | Rwy Idg TDZE Apt Elev | 8001 559 559 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 22

ROCHESTER / GREATER ROCHESTER INTL (ROC)

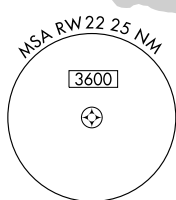
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -16°C (4°F) or above 48°C (118°F).
▲ DME/DME RNP-0.3 NA.

MALSR

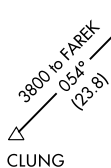


MISSED APPROACH: Climb to 4000 direct FIDBA
and on track 192° to GEE VOR/DME and hold.

| | | | | |
|------------------------|--|---------------------------------------|-------------------------|--------------------------------|
| ATIS 124.825 | ROCHESTER APP CON 119.55 269.6 | ROCHESTER TOWER 118.3 254.3 | GND CON 121.7 | CLNC DEL 118.8 387.0 |
|------------------------|--|---------------------------------------|-------------------------|--------------------------------|

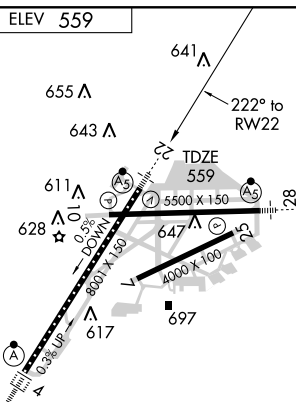
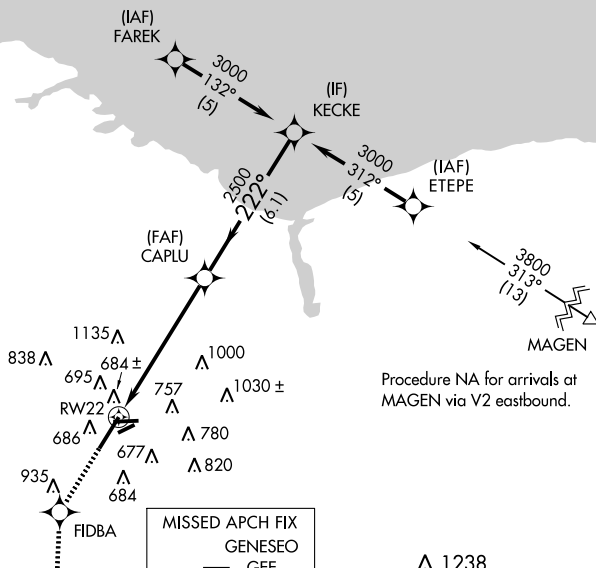


Procedure NA for arrivals at
CLUNG via V2 westbound.



Procedure NA for arrivals at
MAGEN via V2 eastbound.

MAGEN



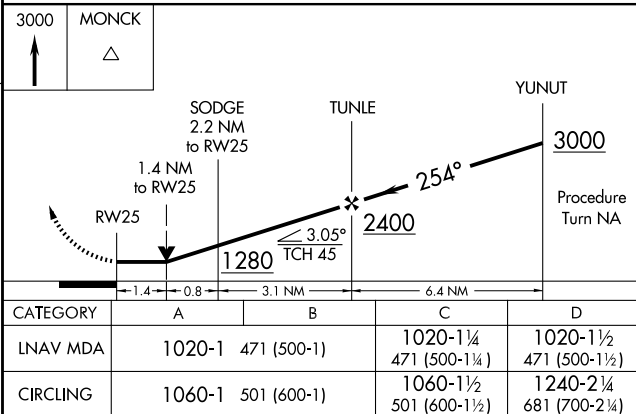
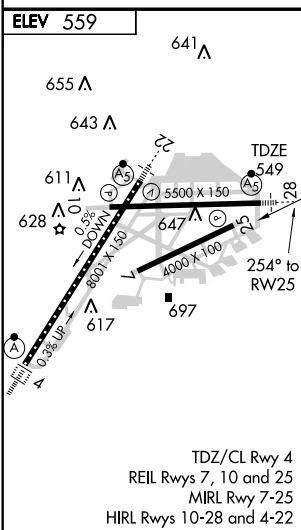
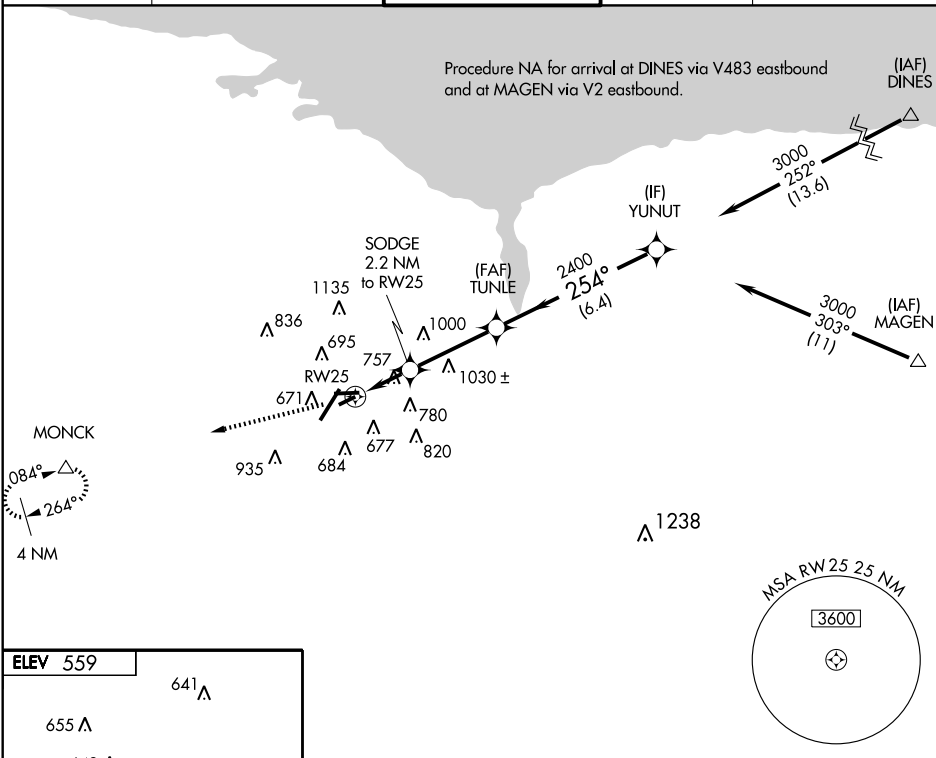
| | | | | | |
|--------------|-----------------------|----------------------------|----------------------------|----------------------------|-------------------|
| ELEV 559 | 4000 | FIDBA | tr 192° | GEE | Procedure Turn NA |
| *LNAV Only. | | | | | |
| | | | | | |
| CATEGORY | A | B | C | D | |
| LPV DA | 759/24 200 (200-1/2) | | | | |
| LNAV/VNAV DA | 999/50 440 (500-1) | | | | |
| LNAV MDA | 1220/24 661 (700-1/2) | 1220/60 661 (700-1 1/4) | 1220-1 1/2 661 (700-1 1/2) | 1220-1 1/2 661 (700-1 1/2) | |
| CIRCLING | 1220-1 661 (700-1) | 1220-1 3/4 661 (700-1 3/4) | 1240-2 1/4 681 (700-2 1/4) | 1240-2 1/4 681 (700-2 1/4) | |

| | | |
|------------------------|-----------------------------|---|
| APP CRS 254° | Rwy Idg TDZE Apt Elev | 4000 549 559 |
|------------------------|-----------------------------|---|

RNAV (GPS) RWY 25

ROCHESTER / GREATER ROCHESTER INTL (ROC)

| | | | | |
|---|--|-----------------------------------|---|------------------|
| <div><div></div><div></div></div> <div>NA</div> | GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Straight-In minimums NA at night. | | MISSED APPROACH: Climb to 3000 direct MONCK WP and hold. | |
| | ATIS 124.825 | ROCHESTER APP CON 119.55 269.6 | ROCHESTER TOWER 118.3 254.3 | GND CON 121.7 | CLNC DEL 118.8 387.0 |



ROCHESTER, NEW YORK

Orig 09183

ROCHESTER / GREATER ROCHESTER INTL (ROC)

43°07'N - 77°40'W

RNAV (GPS) RWY 25

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 86411 W28A | APP CRS 278° | Rwy Idg TDZE Apt Elev | 5500 548 559 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 28

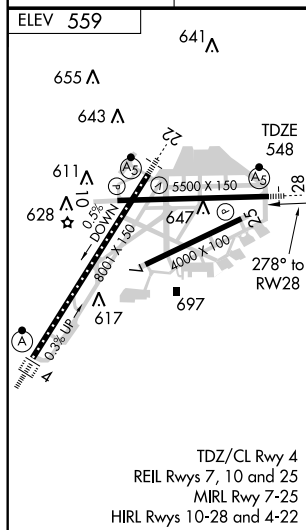
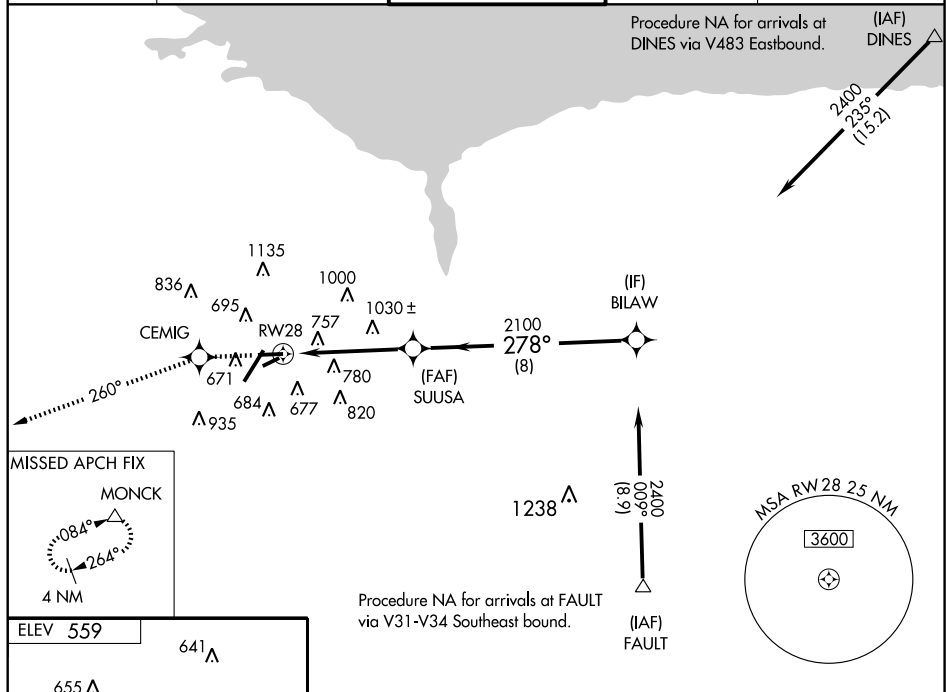
ROCHESTER / GREATER ROCHESTER INTL (ROC)

▼ Inoperative table does not apply to LNAV Cat. A and LPV all Cats.
▲ For inoperative MALSR, increase LNAV Cat. B visibility to RVR 6000.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
 -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
 Visibility reduction by helicopters NA.
 Multiple unshielded lights in final approach area.



MISSED APPROACH: Climb to 3000
 direct CEMIG and via 260° track to
 MONCK and hold.

| | | | | |
|------------------------|--|---------------------------------------|-------------------------|--------------------------------|
| ATIS 124.825 | ROCHESTER APP CON 119.55 269.6 | ROCHESTER TOWER 118.3 254.3 | GND CON 121.7 | CLNC DEL 118.8 387.0 |
|------------------------|--|---------------------------------------|-------------------------|--------------------------------|



| | | | | | | |
|-----------|-----------------------|-------------------------|-------------------------|-------------------------|----------|-------------------|
| | 3000 | CEMIG | 260° TRK | MONCK | | Procedure Turn NA |
| | | | | | SUUSA | |
| | | | | | RW28 | |
| | | | | | 2100 | |
| | | | | | 278° | |
| | | | | | 2400 | |
| | | | | | BILAW | |
| | | | | | GS 3.00° | |
| | | | | | TCH 57 | |
| | | | | | 4.7 NM | |
| | | | | | 8 NM | |
| CATEGORY | A | B | C | D | | |
| LPV DA | | 839/50 | 291 (300-1) | | | |
| LNAV VNAV | | 1056/60 | 508 (500-1¼) | | | |
| LNAV MDA | 1340/50 | 792 (800-1) | 1340-1¼ 792 (800-1¼) | 1340-2 792 (800-2) | | |
| CIRCLING | 1340-1 781 (800-1) | 1340-1¼ 781 (800-1¼) | 1340-2¼ 781 (800-2¼) | 1340-2½ 781 (800-2½) | | |

| | | | |
|---|------------------------|-----------------------------|---|
| VOR/DME ROC 110.0 Chan 37 | APP CRS 052° | Rwy Idg TDZE Apt Elev | 8001 535 559 |
|---|------------------------|-----------------------------|---|

VOR/DME RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)

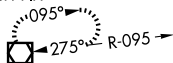
▼ For inoperative ALSF-2, increase S-4 Cats. A, B visibility to RVR 5000.
▲ Visibility reduction by helicopters NA.

ALSF-2
▲

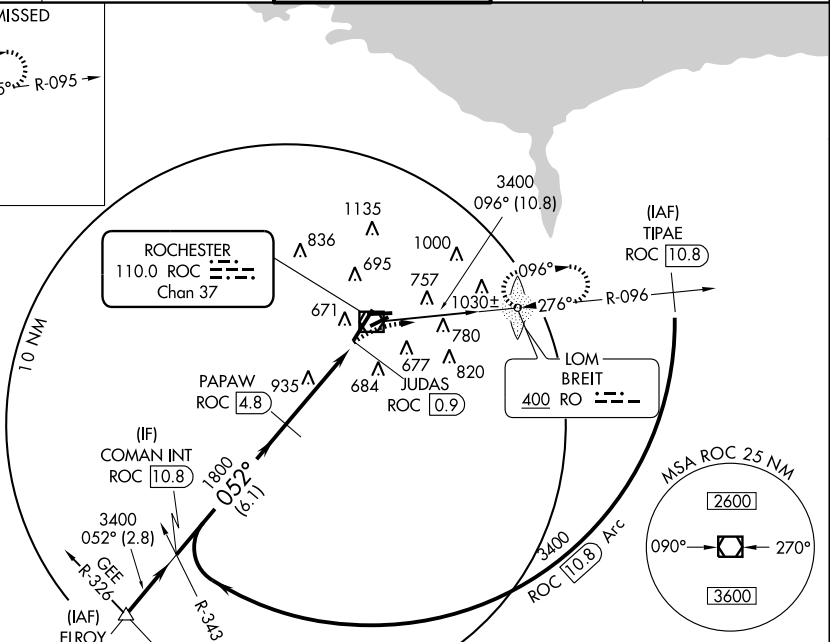
MISSED APPROACH: Climbing right turn to 3000 via heading 060° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

| | | | | |
|------------------------|--|---------------------------------------|-------------------------|--------------------------------|
| ATIS 124.825 | ROCHESTER APP CON 119.55 269.6 | ROCHESTER TOWER 118.3 254.3 | GND CON 121.7 | CLNC DEL 118.8 387.0 |
|------------------------|--|---------------------------------------|-------------------------|--------------------------------|

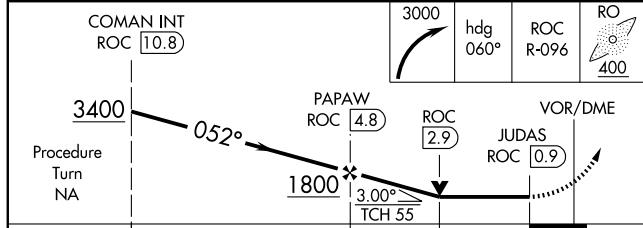
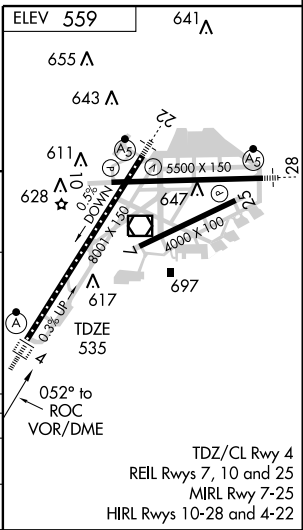
ALTERNATE MISSED
APCH FIX



ROCHESTER
ROC 110.0
Chan 37



1942
▲



| CATEGORY | A | B | C | D |
|----------|---------------------|---|----------------------|----------------------|
| S-4 | 1200/40 665 (700-¾) | | 1200/60 665 (700-1¼) | 1200-1½ 665 (700-1½) |
| CIRCLING | 1200-1 641 (700-1) | | 1200-1¾ 641 (700-1¾) | 1240-2¼ 681 (700-2¼) |

ROCHESTER, NEW YORK
Amdt 3A 10098

43°07'N - 77°40'W

ROCHESTER / GREATER ROCHESTER INTL (ROC)

VOR/DME RWY 4

NE-2, 23 SEP 2010 to 21 OCT 2010

TDZ/CL Rwy 4
REIL Rwy 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwy 10-28 and 4-22

VOR RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)

| | | |
|---|------------------------|--|
| VOR/DME ROC 110.0 Chan 37 | APP CRS 052° | Rwy ldg TDZE Apt Elev 8001 535 559 |
|---|------------------------|--|

▼ For inoperative ALSF-2, increase S-4 Cats. A, B visibility to RVR 5000.
▲ Visibility reduction by helicopters NA.

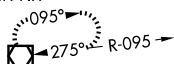
ALSF-2



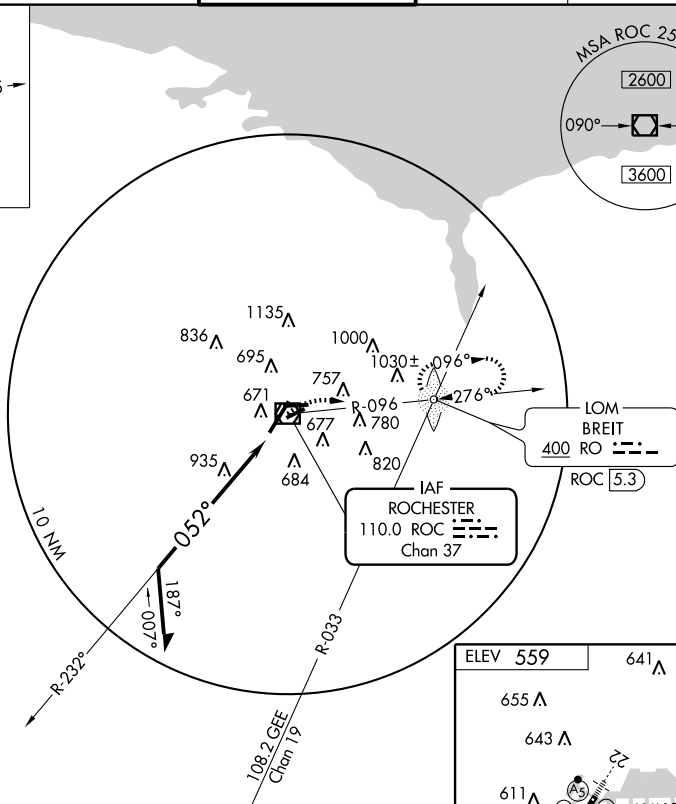
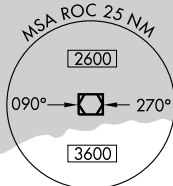
MISSED APPROACH: Climbing right turn to 3000 via heading 130° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

| | | | | |
|------------------------|--|---------------------------------------|-------------------------|--------------------------------|
| ATIS 124.825 | ROCHESTER APP CON 119.55 269.6 | ROCHESTER TOWER 118.3 254.3 | GND CON 121.7 | CLNC DEL 118.8 387.0 |
|------------------------|--|---------------------------------------|-------------------------|--------------------------------|

ALTERNATE MISSED
APCH FIX



ROCHESTER
ROC
110.0
Chan 37



▲ 1942

Remain
within 10 NM

VOR/DME

3000

ROC

R-096

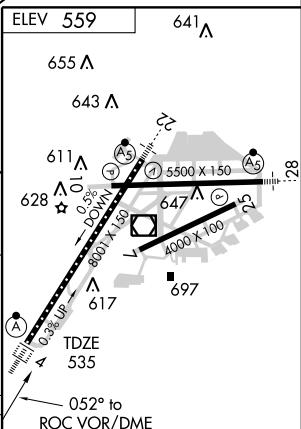
RO

2600

232°

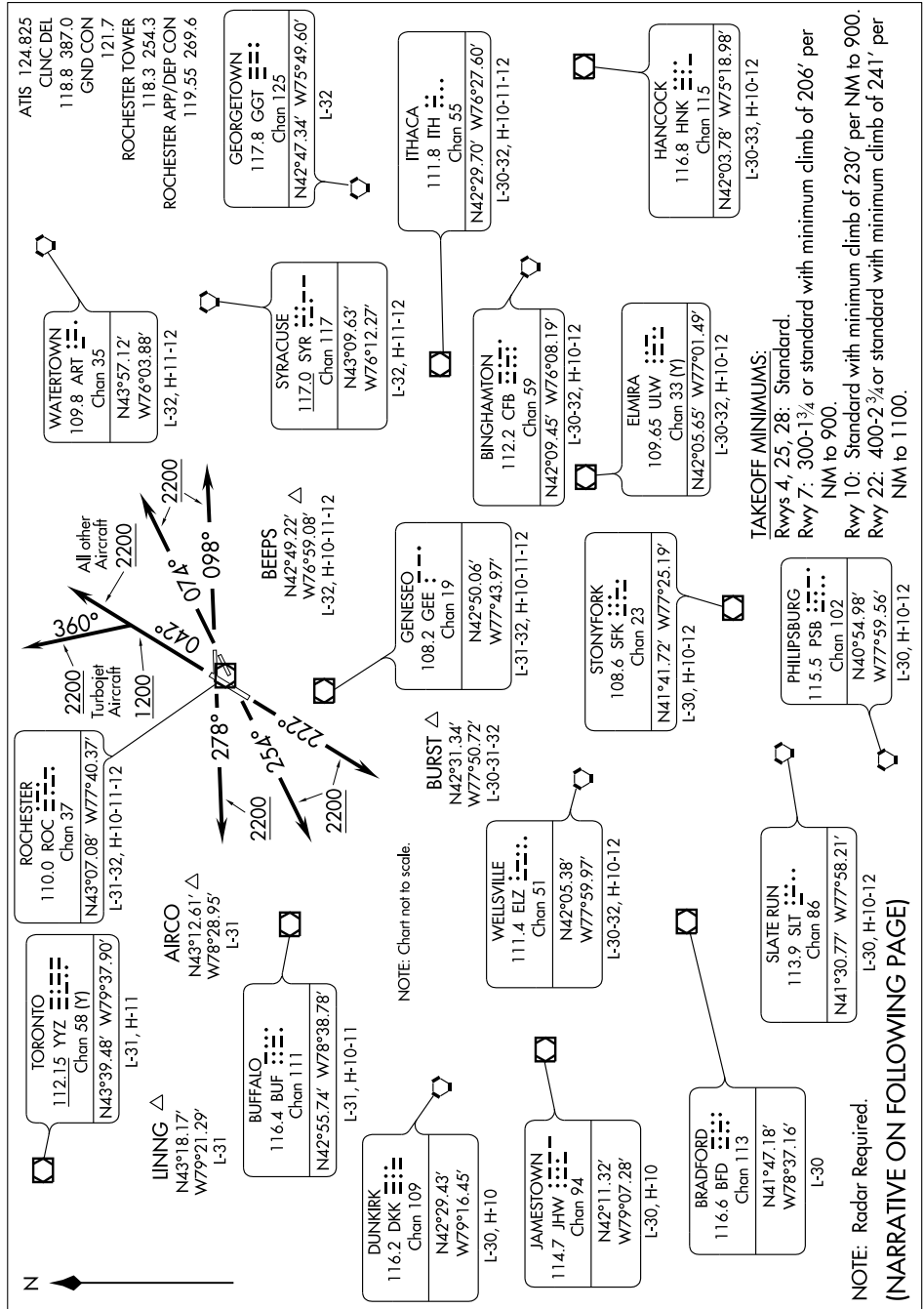
052°

| CATEGORY | A | B | C | D |
|----------|---------|-------------|-------------------------|-------------------------|
| S-4 | 1240/40 | 705 (700-¾) | 1240-1½ 705 (700-1½) | 1240-1¾ 705 (700-1¾) |
| CIRCLING | 1240-1 | 681 (700-1) | 1240-2 681 (700-2) | 1240-2¼ 681 (700-2¼) |



TDZ/CL Rwy 4
REIL Rws 7, 10 and 25
MIRL Rwy 7-25
HIRL Rws 10-28 and 4-22

NE-2, 23 SEP 2010 to 21 OCT 2010



NE-2. 23 SEP 2010 to 21 OCT 2010



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Turbojet aircraft climb heading 042° to 1200, then via heading 360° to 2200 or assigned ATC altitude. Thence

All other aircraft climb heading 042° to 2200 or assigned ATC altitude. Thence

TAKEOFF RUNWAY 7: Climb heading 074° to 2200 or assigned ATC altitude.

Thence

TAKEOFF RUNWAY 10: Climb heading 098° to 2200 or assigned ATC altitude.

Thence

TAKEOFF RUNWAY 22: Climb heading 222° to 2200 or assigned ATC altitude.

Thence

TAKEOFF RUNWAY 25: Climb heading 254° to 2200 or assigned ATC altitude.

Thence

TAKEOFF RUNWAY 28: Climb heading 278° to 2200 or assigned ATC altitude.

Thence

. . . . Expect radar vectors to intercept file/assigned route or enroute fix or navaid.
Maintain 10000 or assigned lower altitude. Expect further clearance to requested altitude/flight level ten minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 4: Tower 1806' from DER, 816' right of centerline, 60' AGL/611' MSL.

Tree 2081' from DER, 531' left of centerline, 53' AGL/612' MSL.

Tower 2.25 NM from DER, 1.43 NM left of centerline, 600' AGL/1135' MSL.

Rwy 7: Multiple trees beginning 2732' from DER, 426' left of centerline, 78' AGL/622' MSL.

Flag pole on dome 1.4 NM from DER, 1139' right of centerline, 213' AGL/757' MSL.

Rwy 10: Flag pole on dome 1.2 NM from DER, 1546' left of centerline, 213' AGL/757' MSL.

Multiple trees 741' from DER, 355' left of centerline, 83' AGL/617' MSL.

Fence 313' from DER, 407' left of centerline, 18' AGL/552' MSL.

Rwy 22: Obstruction light on tower 2.2 NM from DER, 3550' right of centerline, 412' AGL/935' MSL.

Tree 3026' from DER, 935' left of centerline, 102' AGL/621' MSL.

Tree 1997' from DER, 832' right of centerline, 68' AGL/587' MSL.

Rwy 25: Tower and multiple poles beginning 1523' from DER, 330' left of centerline, 85' AGL/617' MSL.

Rwy 28: Railroad 627' from DER, 539' right of centerline, 23' AGL/574' MSL.

Multiple trees beginning 1188' from DER, 112' right of centerline, 88' AGL/632' MSL.

Multiple trees and towers beginning 1540' from DER, 148' left of centerline, 87' AGL/626' MSL.

AIRPORT DIAGRAM

AL-9515 (FAA)

ROME/GRIFFISS INTL (RME)
ROME, NEW YORK

ATIS
118.7
GRIFFISS TOWER ★
118.1 291.1
GND CON
121.9 291.1

D

FIELD
ELEV
504

RWY 15-33
S-100, D-240, 2D-500

744 ±

43°15'N

VAR 13.1° M
JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° E

43°14'N

11820 X 200

TWR
504

ELEV
498

43°13'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

75°25'W

75°24'W

AIRPORT DIAGRAM

ROME, NEW YORK
ROME/GRIFFISS INTL (RME)

ROME

BECKS GROVE (K16) 8 NW UTC-5(-4DT) N43°15.05' W75°36.26'

NEW YORK

450 NOTAM FILE BUF

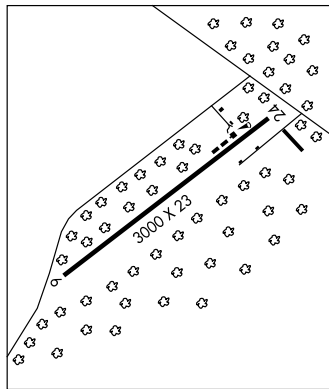
RWY 06-24: H3000X23 (ASPH) S-12 LIRL (NSTD)

RWY 06: Trees/brush. **RWY 24:** Road.

AIRPORT REMARKS: Attended Mon-Fri daltg hours. Large birds (turkeys) and deer on and invof Rwy 06-24. Rwy 24 has +29' brush 490' from thld, 11' right. Center 23' of rwy is paved for full length and 90' width is avbl between rwy lgts for tkof and ldg. Note that bldg, bushes are 45-55' north of centerline at 675' from Rwy 24 thld. NSTD LIRL Rwy 06-24 200' spacing; first lgt rwy end 06 100' from pavement end. First lgt rwy end 24 75' from pavement end; removed from late Oct-mid Apr due to plowing. Rwy lgts are 34' from rwy pavement edge and mark edge of 90' usable width. First three rwy lgts each end are red for night apch assistance and end of rwy warning, entire rwy length is usable for start of txf run and end of ldg roll-out. For NSTD LIRL Rwy 06-24 call 315-337-3367.

COMMUNICATIONS: CTAF/UNICOM 122.8

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services
1-888-766-8267.



GRIFFISS INTL (RME) 1 W UTC-5(-4DT) N43°14.03' W75°24.42'

NEW YORK

504 B S4 **FUEL** 100LL, JET A TPA—See Remarks ARFF Index—See Remarks
NOTAM FILE RME

H-11C, 12K, L-32F
IAP, AD

RWY 15-33: H11820X200 (CONC-GRVD) S-100, D-240, 2D-500 PCN 71 R/B/W/T HIRL

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 55'.

RWY 33: MALSR. PAPI(P4L)—GA 3.0° TCH 56'. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 15: TORA-11820 TODA-11820 ASDA-11820 LDA-11820

RWY 33: TORA-11820 TODA-11820 ASDA-11820 LDA-11820

AIRPORT REMARKS: Attended continuously. Migratory Bird Alert Aug-Nov and Apr-May. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager 315-736-0575. Class IV, ARFF Index A. Index C coverage is avbl upon request. Rwy 15-33 50' wide paved shoulders. Rwy 33 designated calm wind rwy.

TPA—2004(1500) piston acft, 2504 (2000) turbine acft. Portions of apron not visible from twr. When twr clsd, ACTIVATE HIRL Rwy 15-33, MALSR Rwy 33, REIL Rwy 15 and twy lgts —CTAF.

WEATHER DATA SOURCES: ASOS (315) 334-4360.

COMMUNICATIONS: CTAF 118.1 ATIS 118.7 UNICOM 122.95

Ⓡ SYRACUSE APP/DEP CON 120.925

TOWER 118.1 (1200-0200Z) **GND CON** 121.9

AIRSPACE : CLASS D svc 1200-0200Z, other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE UCA.

UTICA (L) VORTAC 111.2 UCA Chan 49 N43°01.59' W75°09.87' 331° 16.4 NM to fld. 1420/12W.

ILS 109.1 I-FQY Rwy 15.

ILS/DME 110.1 I-RME Chan 38 Rwy 33. Class IT. LOC unusable byd 6.0 NM from thld abv 4200'.
LOC unusable within thld abv 4200'.

ROUND LAKE (W57) 2 E UTC-5(-4DT) N42°55.75' W73°46.22'

NEW YORK

175 NOTAM FILE BTW

RWY 14-32: 2028X76 (TURF)

RWY 14: Trees.

RWY 32: Trees.

AIRPORT REMARKS: Attended on call. Deer on and invof arpt. Arpt CLOSED to itinerant acft Nov-Apr. Rwy 14-32 as 80 ft trees rgt and left of centerline in primary surface. Rwy 14-32 soft during spring (Mar-Jun). Military helicopters and ultralight acft use rwy.

COMMUNICATIONS: CTAF/UNICOM 122.8

• • • • •

155
WATERWAY 14W-32W: 4000X600 (WATER)

ILS or LOC RWY 33
ROME/GRIFFISS INTL (RME)

MISSED APPROACH: Climb to 1600 then climbing right turn to 3500 via UCA VORTAC R-340 to UCA VORTAC and hold.

UNICOM
122.95

D



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-----------------------|-------------------------|
| S-ILS 33 | 698-½ | | 200 (200-½) | |
| S-LOC 33 | 1040-½ | 542 (600-½) | 1040-1 542 (600-1) | 1040-1¼ 542 (600-1¼) |
| CIRCLING | 1120-1 616 (700-1) | 1160-1 656 (700-1) | 1220-2 716 (800-2) | 1300-2½ 796 (800-2½) |

ILS or LOC RWY 33

43°14'N - 75°24'W

| | | |
|--|------------------------|--|
| WAAS CH 82206 W15A | APP CRS 147° | Rwy Idg 11820 TDZE 504 Apt Elev 504 |
|--|------------------------|--|

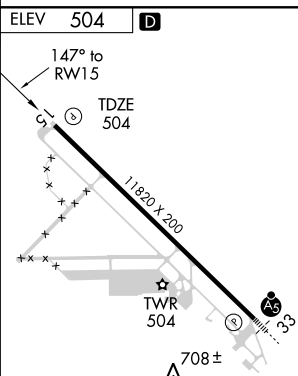
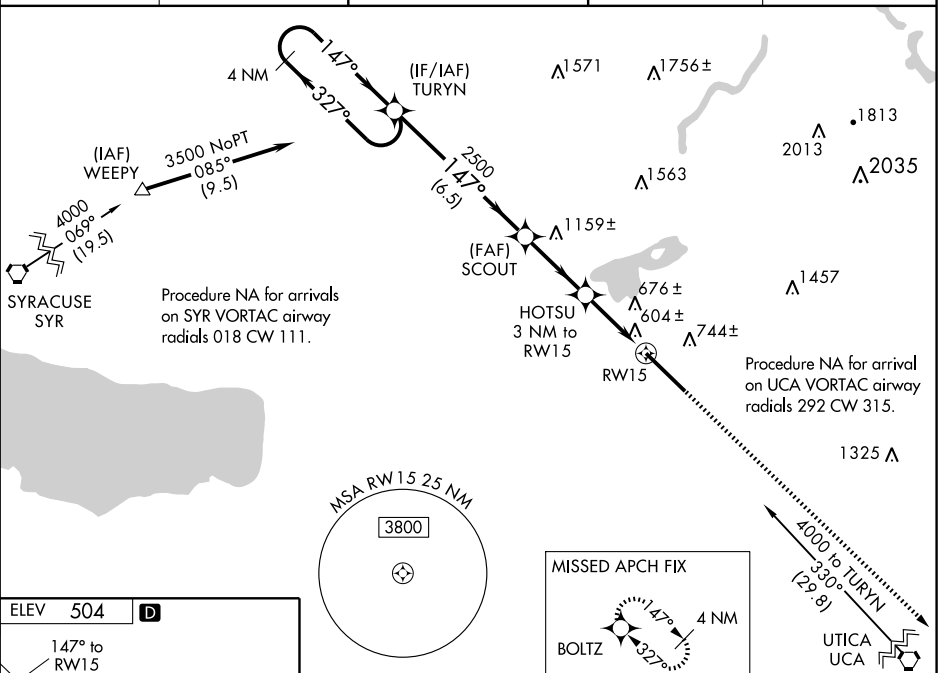
RNAV (GPS) RWY 15

ROME/GRIFFISS INTL (RME)

⚠ Circling NA West of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 100 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cats B visibility ¼ mile; Circling Cats C and D visibility ½ mile. Baro-VNAV and VDP NA when using Syracuse altimeter setting.

MISSED APPROACH: Climb to 3500 direct BOLTZ and hold.

| | | | | |
|----------------------|--|---|-------------------------------|-------------------------|
| ATIS 118.7 | GRIFFISS APP CON 120.925 269.5 | GRIFFISS TOWER ★ 118.1 (CTAF) 291.1 | GND CON 121.9 291.1 | UNICOM 122.95 |
|----------------------|--|---|-------------------------------|-------------------------|



REIL Rwy 15
HIRL Rwy 15-33

| | | | | |
|---------------------------|-----------------------|-----------------------|------------------------|-------------------------|
| 4 NM Holding Pattern | | | | |
| TURYN | | | | |
| 3500 ← 327° → 147° → | | | | |
| SCOUT | | | | |
| HOTSU 3 NM to RW15 | | | | |
| 2500 | | | | |
| *1500 | | | | |
| 6.5 NM 3 NM 1.8 NM 1.2 NM | | | | |
| CATEGORY | A | B | C | D |
| LPV DA | 704-1 200 (200-1) | | | |
| LNAV/VNAV DA | 1052-2 548 (600-2) | | | |
| LNAV MDA | 940-1 | 436 (500-1) | 940-1½ 436 (500-1½) | 940-1½ 436 (500-1½) |
| CIRCLING | 1120-1 616 (700-1) | 1160-1 656 (700-1) | 1220-2 716 (800-2) | 1300-2½ 796 (800-2½) |

RNAV (GPS) RWY 33

ROME/GRIFFISS INTL (RME)

MISSED APPROACH: Climb to 3500 direct TURYN and hold.

UNICOM
122.95

2385

ROME/GRIFFISS INTL (RME)

RNAV (GPS) RWY 33

NE-2. 23 SEP 2010 to 21 OCT 2010

| | | |
|--|------------------------|--|
| VORTAC UCA 111.2 Chan 49 | APP CRS 151° | Rwy Idg 11820 TDZE 504 Apt Elev 504 |
|--|------------------------|--|

VOR/DME RWY 15
ROME/GRIFFISS INTL (RME)



A NA Circling NA west of Rwy 15-33.

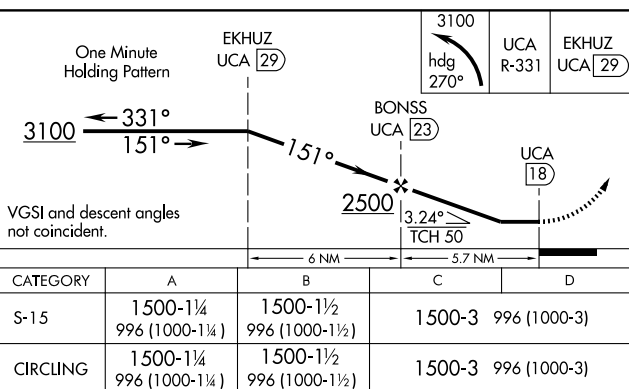
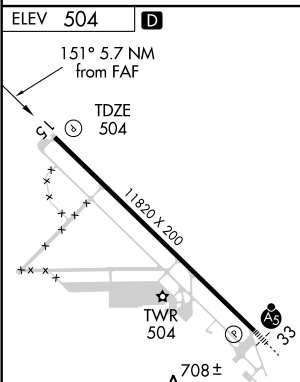
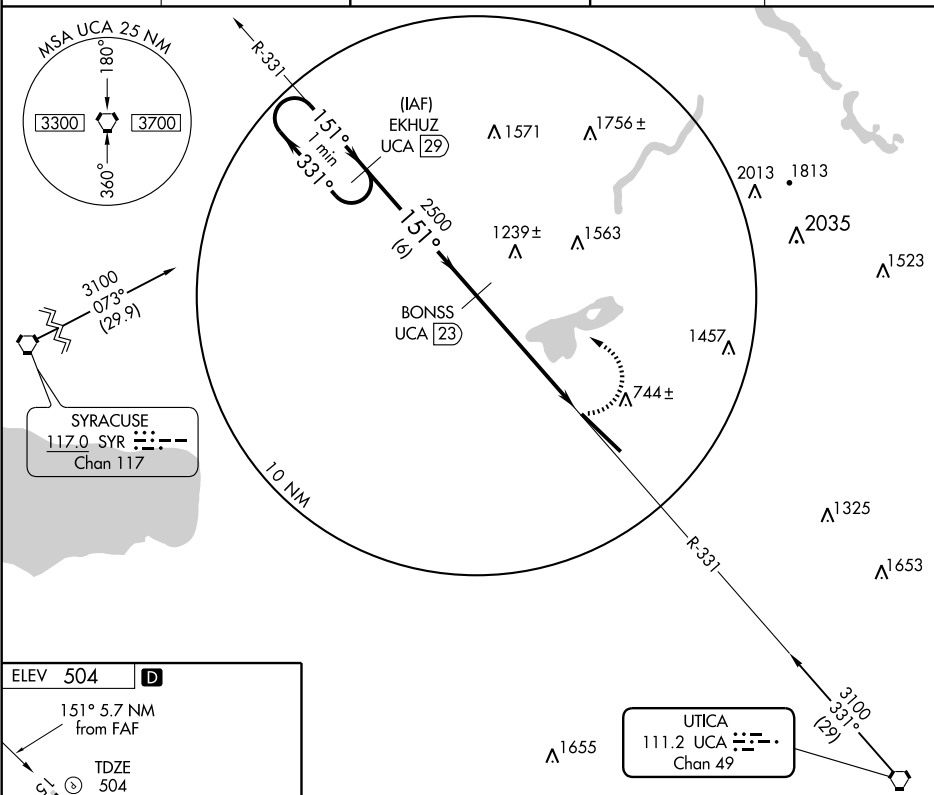
MISSED APPROACH: Climbing left turn to 3100 via heading 270° and UCA R-331 to EKHUZ/UCA 29 DME and hold.

ATIS
118.7

GRIFFISS APP CON
120.925 269.5

GRIFFISS TOWER ★
 118.1 (CTAF) **L** 291.1

GND CON
121.9 291.1

UNICOM
122.95

ROME, NEW YORK
Orig 10266

43°14'N - 75°24'W

ROME/GRIFFISS INTL (RME)
VOR/DME RWY 15

NE-2. 23 SEP 2010 to 21 OCT 2010

| | | |
|--|------------------------|--|
| VORTAC UCA 111.2 Chan 49 | APP CRS 332° | Rwy Idg 11820 TDZE 499 Apt Elev 504 |
|--|------------------------|--|

VOR/DME RWY 33
ROME/GRIFFISS INTL (RME)

T
A NA Circling NA west of Rwy 15-33.

MALSR

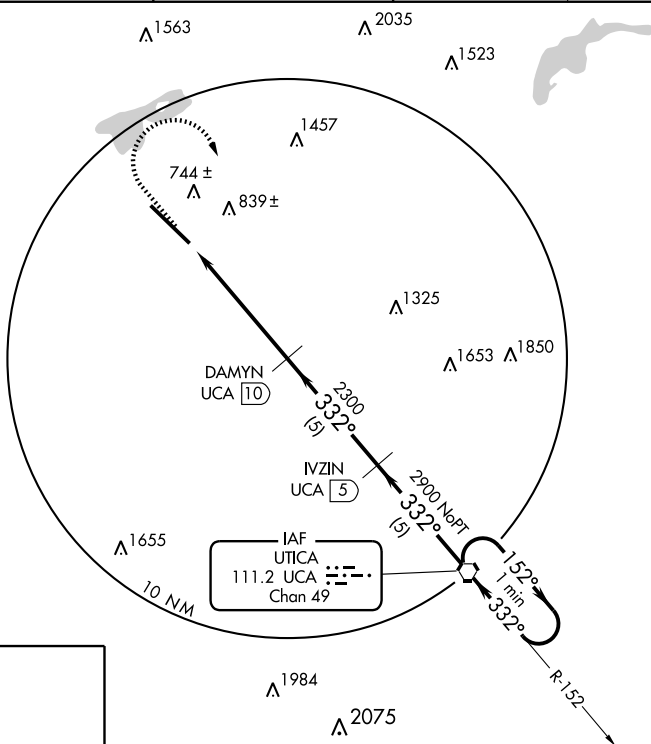
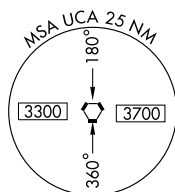
MISSED APPROACH: Climb to 1300, then climbing right turn to 3500 via heading 180° and UCA R-332 to UCA VORTAC and hold.

ATIS
118.7

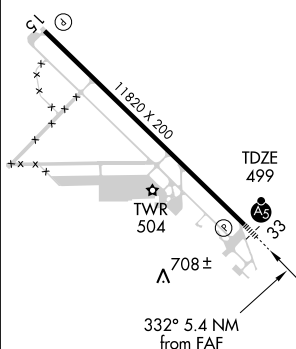
GRIFFISS APP CON
120.925 269.5

GRIFISS TOWER★
118.1 (CTAF) **L** 291.1

GND CON
121.9 291.1

UNICOM
122.95

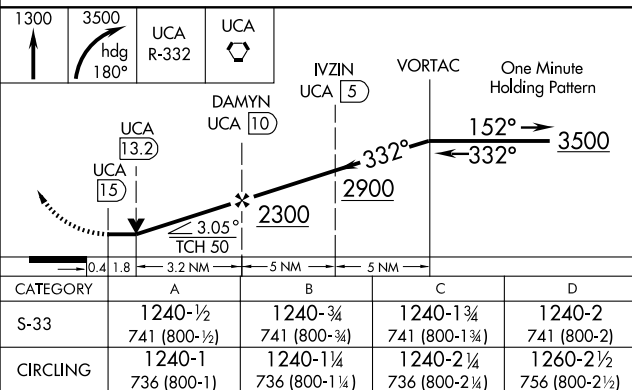
| | |
|----------|---|
| ELEV 504 | D |
|----------|---|



REIL Rwy 15 **L**
HIRL Rwy 15-33 **L**

ROME, NEW YORK
Orig-A 10266

NoPT arrivals on UCA airway radials 086 CW 182.



ROME/GRIFFISS INTL (RME)

VOR/DME RWY 33

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

43°14'N - 75°24'W

ROUSES POINT SPB (K21) 0 E UTC-5(-4DT) N44°59.50' W73°21.81'

MONTREAL

95 FUEL MOGAS AOE NOTAM FILE BTW

WATERWAY ALL WAY: 7900X500 (WATER)

SEAPLANE REMARKS: Unattended. Marine 93 octane avbl only. CAUTION: Extensive watercraft activity on and in vicinity of arpt. Landing possible all directions. Call US CUSTOMS prior to arrival at 518-298-8346 or 518-298-7904. Coordinate actual point of ldg at 1-800-827-2851. 1 hour advance notice required.

COMMUNICATIONS: CTAF 122.9

ROYALTON (See GASPORT)

SANDS PONT SPB (See PORT WASHINGTON)

SARANAC LAKE N44°23.07' W74°12.27' NOTAM FILE SLK.

MONTREAL

(L) VOR/DME 109.2 SLK Chan 29 at Adirondack Rgnl. 1650/14W.

L-326

VOR portion unusable:

252°-037° byd 15 NM blo 10,000'

038°-058° byd 24 NM blo 10,000'

038°-058° byd 15 NM blo 5000'

059°-100° byd 15 NM blo 10,000'

DME portion unusable all radials byd 38 NM blo 5000'

RCO 122.1R 109.2T (BURLINGTON RADIO)

SARANAC LAKE

ADIRONDACK RGNL (SLK) 4 NW UTC-5(-4DT) N44°23.12' W74°12.37'

MONTREAL

1663 B S8 FUEL 100LL, JET A ARFF Index-See Remarks. NOTAM FILE SLK

H-11C, 12K, L-326

RWY 05-23: H6573X150 (ASPH-GRVD) S-40, D-73, 2S-92, 2D-115 HIRL 0.4% up NE

IAP

RWY 05: PAPI(P4L)—GA 3.0° TCH 35'. Trees.

RWY 23: MALSR. Trees.

RWY 09-27: H3998X100 (ASPH) S-40, D-73, 2S-92, 2D-115

MIRL

RWY 09: Trees.

RWY 27: Trees.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 05: TORA-6573 TODA-6573 ASDA-6573 LDA-6573

RWY 09: TORA-3998 TODA-3998 ASDA-3998 LDA-3998

RWY 23: TORA-6573 TODA-6573 ASDA-6333 LDA-6333

RWY 27: TORA-3998 TODA-3998 ASDA-3998 LDA-3998

AIRPORT REMARKS: Attended 1100-0200Z±. For arpt attendant after hours call 518-637-7329. Class II, ARFF Index A. PPR 48 hr before for unscheduled acft ops with more than 30 passenger seats call arpt manager 518-891-4600 ext 106. Index B coverage is provided. Twy B unavbl to acft with wingspan 79' and abv. Above ground twy edge lghts adjacent to Twy B tie down apron area. Rwy 09 NSTD markings, thld markings 400' from rwy end. ACTIVATE HIRL Rwy 05-23, MIRL Rwy 09-27, MALSR Rwy 23, PAPI Rwy 05 and twy lghts—CTAF. Landing fee.

WEATHER DATA SOURCES: ASOS 124.175 (518) 891-6696.

COMMUNICATIONS: CTAF/UNICOM 123.0

SARANAC LAKE RCO 122.1R 109.2T (BURLINGTON RADIO)

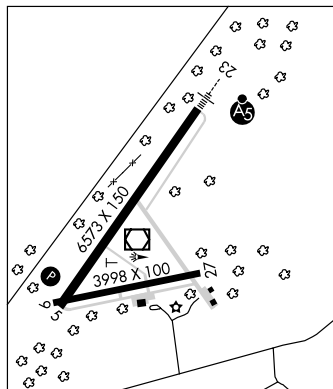
BOSTON CENTER APP/DEP CON 120.35

RADIO AIDS TO NAVIGATION: NOTAM FILE SLK.

SARANAC LAKE (L) VOR/DME 109.2 SLK Chan 29 N44°23.07' W74°12.27' at fld. 1650/14W.

BRIEL NDB (LOM) 395 SL N44°28.61' W74°07.45' 227° 6.5 NM to fld.

ILS 108.9 I-SLK Rwy 23. Class IA. LOM BRIEL NDB. Unmonitored.



SARATOGA CO (See SARATOGA SPRINGS)

ILS RWY 23

SARANAC LAKE / ADIRONDACK RGNL (SLK)

| | | |
|---------------------------|------------------------|---|
| LOC I-SLK 108.9 | APP CRS 229° | Rwy Idg TDZE Apt Elev 6333 1663 |
|---------------------------|------------------------|---|

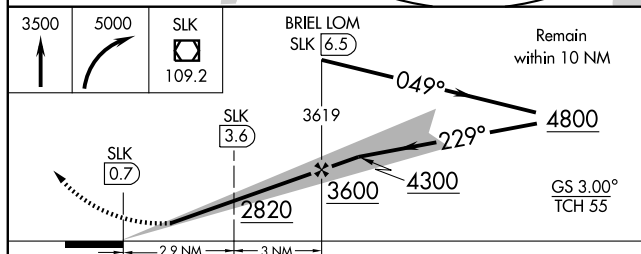
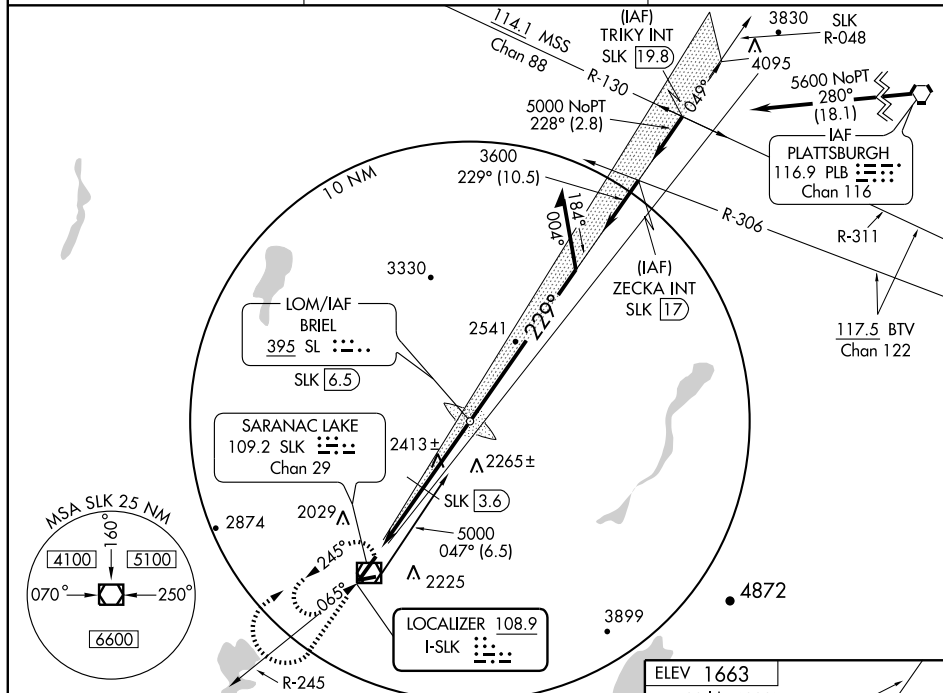


Inoperative table does not apply to S-LOC 23 Cat A.
For inoperative MALSR's increase S-LOC 23 Cat B
visibility to 1½ miles.

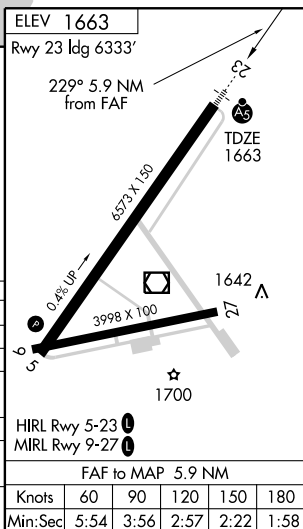


MISSED APPROACH: Climb to 3500,
then climbing right turn to 5000 direct
SLK VOR/DME and hold.

| | | |
|------------------------|---------------------------------------|---------------------------------|
| ASOS 124.175 | BOSTON CENTER 120.35 342.25 | UNICOM 123.0 (CTAF) 0 |
|------------------------|---------------------------------------|---------------------------------|

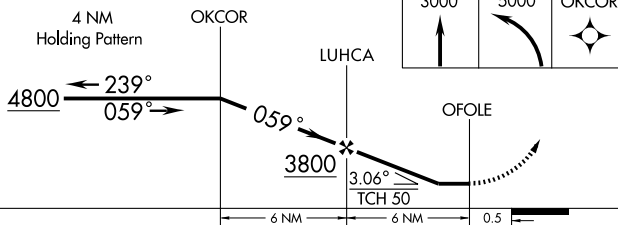
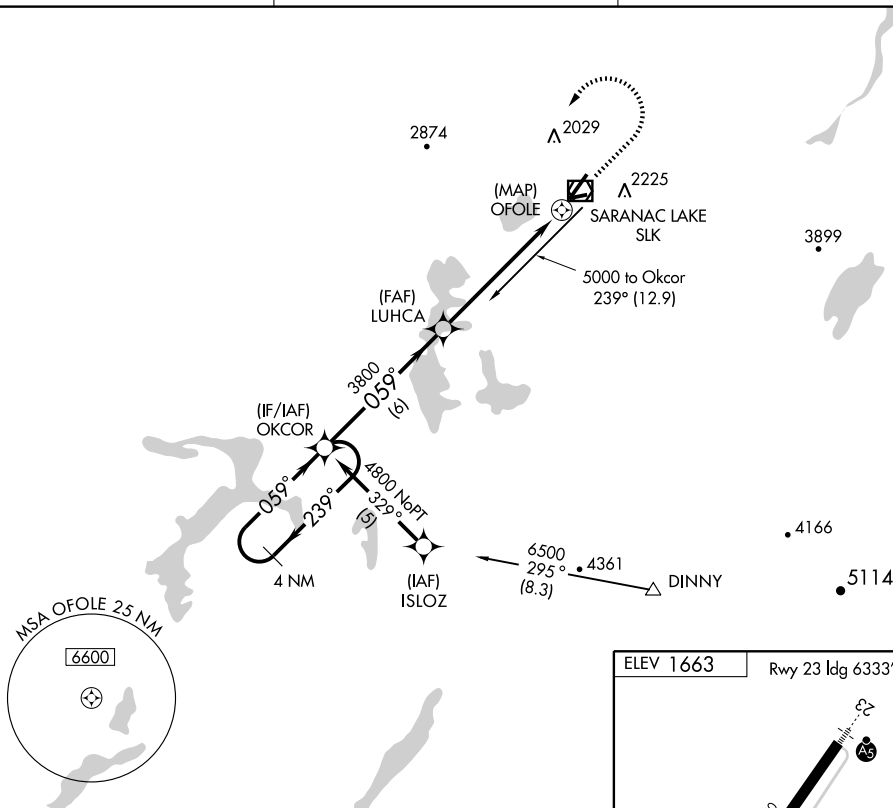


| CATEGORY | A | B | C | D |
|--------------|----------------|----------------|-------------|----------------|
| S-ILS 23 | 1863-½ | 200 (200-½) | | |
| S-LOC 23 | 2820-1¼ | 1157 (1200-1¼) | 2820-2½ | 1157 (1200-2½) |
| CIRCLING | 2820-1¼ | 2820-1½ | 2820-3 | 1157 (1200-3) |
| | 1157 (1200-1¼) | 1157 (1200-1½) | | |
| DME MINIMUMS | | | | |
| S-LOC 23 | 2260-½ | 597 (600-½) | 2260-1 | 2260-1¼ |
| | | | 597 (600-1) | 597 (600-1¼) |
| CIRCLING | 2700-1 | 2820-1½ | 2820-3 | 1157 (1200-3) |
| | 1037 (1100-1) | 1157 (1200-1½) | | |



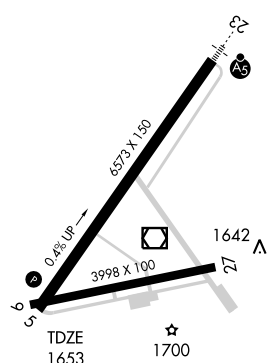
RNAV (GPS) RWY 5

SARANAC LAKE / ADIRONDACK RGNL (SLK)

APP CRS
059°Rwy Idg **6573**
TDZE **1653**
Apt Elev **1663**GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.MISSED APPROACH: Climb to 3000, then climbing
left turn to 5000 direct OKCOR WP and hold.ASOS
124.175BOSTON CENTER
120.35 342.25UNICOM
123.0 (CTAF) 0

| CATEGORY | A | B | C | D |
|----------|-----------------------------|------------------------------|----------------------------|----------------------------|
| LNAV MDA | 2340-1 687 (700-1) | 2340-2 687 (700-2) | 2340-2 1/4 687 (700-2 1/4) | 2340-2 1/4 687 (700-2 1/4) |
| CIRCLING | 2600-1 1/4 937 (1000-1 1/4) | 2720-1 1/2 1057 (1100-1 1/2) | 2720-3 1057 (1100-3) | |

ELEV 1663 Rwy 23 Idg 6333'

HIRL Rwy 5-23 0
MIRL Rwy 9-27 0

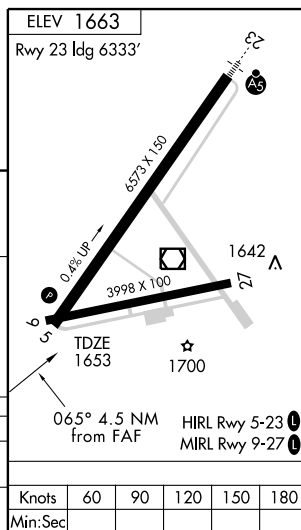
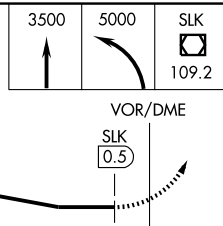
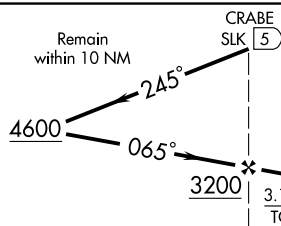
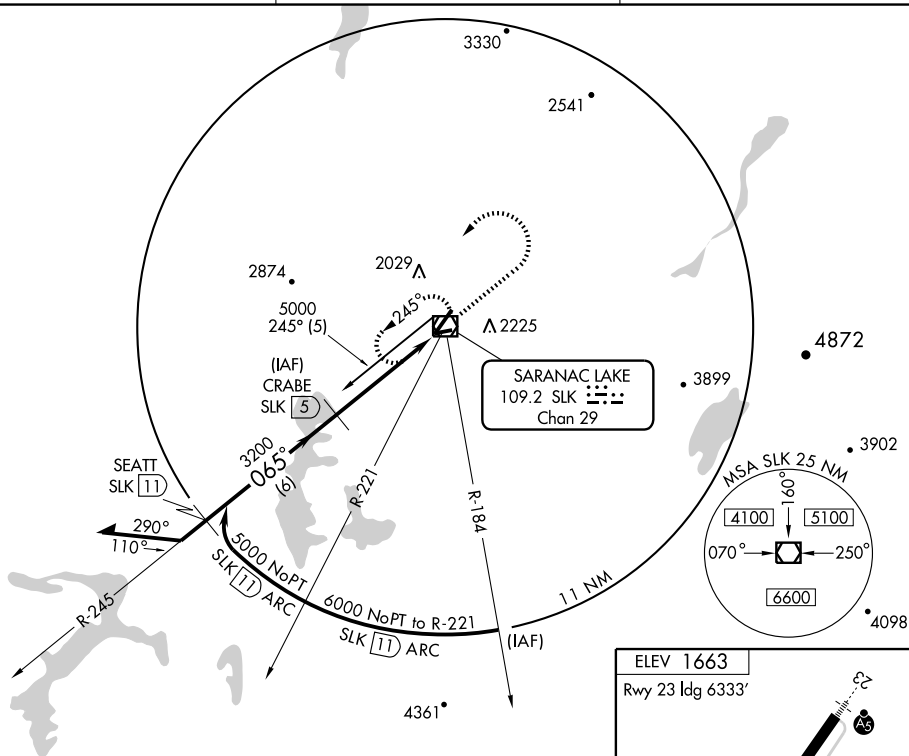
| | | |
|---|------------------------|---|
| VOR/DME SLK 109.2 Chan 29 | APP CRS 065° | Rwy ldg TDZE Apt Elev 1653 |
|---|------------------------|---|

VOR/DME RWY 5

SARANAC LAKE / ADIRONDACK RGNL (SLK)



MISSED APPROACH: Climb to 3500, then climbing left turn to 5000 direct SLK VOR/DME and hold.

ASOS
124.175BOSTON CENTER
120.35 342.25UNICOM
123.0 (CTAF) 0

| CATEGORY | A | B | C | D |
|----------|--------------------------|---------------------------|-------------------------|-------------------------|
| S-5 | 2460-1 807 (800-1) | 2460-1¼ 807 (800-1¼) | 2460-2¼ 807 (800-2¼) | 2460-2½ 807 (800-2½) |
| CIRCLING | 2600-1¼ 937 (1000-1¼) | 2720-1½ 1057 (1100-1½) | 2720-3 | 1057 (1100-3) |

SARANAC LAKE, NEW YORK

Amdt 3 07242

SARANAC LAKE / ADIRONDACK RGNL (SLK)

44°23'N - 74°12'W

VOR/DME RWY 5

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

| | | | |
|---|------------------------|---|---|
| VOR/DME SLK 109.2 Chan 29 | APP CRS 083° | Rwy ldg TDZE Apt Elev 1643 | 3998 1643 1663 |
|---|------------------------|---|---|

VOR or GPS RWY 9

SARANAC LAKE / ADIRONDACK RGNL (SLK)

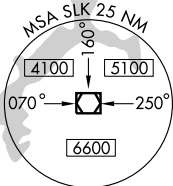
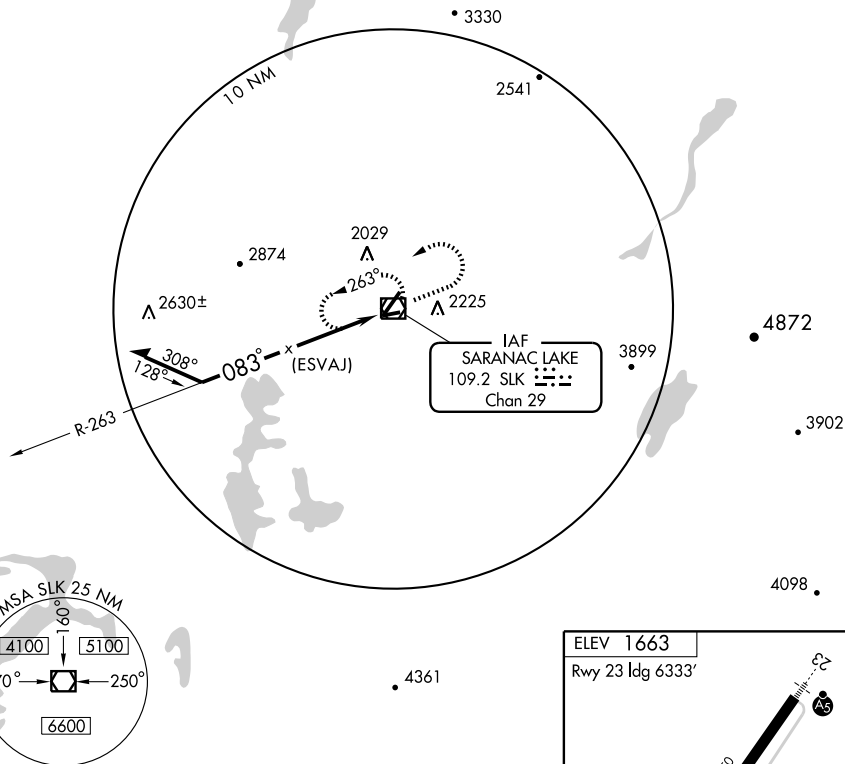


MISSED APPROACH: Climb to 3500, then climbing left turn to 5000 direct SLK VOR/DME and hold.

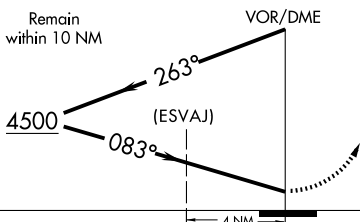
ASOS
124.175

BOSTON CENTER
120.35 342.25

UNICOM
123.0 (CTAF) 0



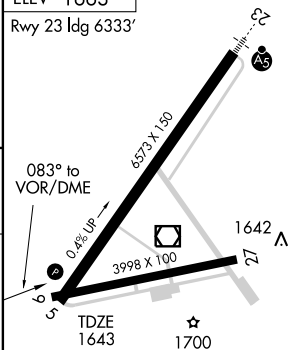
Remain
within 10 NM



| | | |
|------|------|-------|
| 3500 | 5000 | SLK |
| ↑ | ↶ | 109.2 |

ELEV 1663

Rwy 23 ldg 6333'



HIRL Rwy 5-23 0

MIRL Rwy 9-27 0

| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|--------|---------------|
| S-9 | 3000-1¼ 1357 (1400-1¼) | 3000-1½ 1357 (1400-1½) | 3000-3 | 1357 (1400-3) |
| CIRCLING | 3000-1¼ 1337 (1400-1¼) | 3000-1½ 1337 (1400-1½) | 3000-3 | 1337 (1400-3) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---------|----|----|-----|-----|-----|
| Min:Sec | | | | | |

SARANAC LAKE, NEW YORK

Amdt 1 07242

SARANAC LAKE / ADIRONDACK RGNL (SLK)

44°23'N - 74°12'W

VOR or GPS RWY 9

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

SARATOGA SPRINGS

SARATOGA CO (5B2) 3 SW UTC-5(-4DT) N43°03.04' W73°51.70'

NEW YORK

434 B S4 FUEL 100LL, JET A OX 4 TPA-1201(767) LRA NOTAM FILE 5B2

L-32G

RWY 05-23: H4700X100 (ASPH-CONC-GRVD) S-30 MIRL

IAP

RWY 05: REIL. VASI(V4L)—GA 3.0°TCH 47'. Trees.

RWY 23: REIL. VASI(V4L)—GA 3.0°TCH 45'. Trees.

RWY 14-32: H4000X100 (ASPH-CONC) S-30 MIRL

RWY 14: Trees.

RWY 32: REIL. VASI(V4L)—GA 3.0°TCH 46.6'. Trees.

AIRPORT REMARKS: Attended 1230Z±—dusk. Albany ANG helicopters do touch and go ldg ops usually during daylight hours. Glider activity on weekends and occasionally weekdays with extensive pre-launch and after ldg gnd ops on shoulders of rwy in use. Year round federally and state protected habitat for Karner Blue Butterfly, unauthorized off-pavement ops prohibited. VASI clearance plane obstruction exists on Rwy 32 due to tree height. ACTIVATE MIRL Rwy 05-23, VASI Rwy 23, REIL Rwy 23 and twy lghts—CTAF.

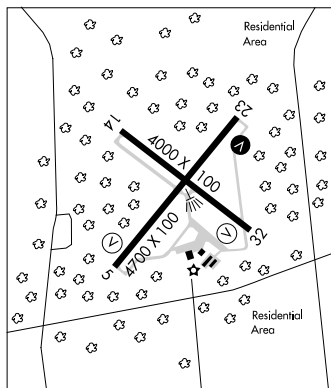
WEATHER DATA SOURCES: AWOS-3 132.025 (518) 884-9289**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ALBANY APP/DEP CON 118.05 GCO 118.125 (ALBANY CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

CAMBRIDGE (L) VORW/DME 115.0 CAM Chan 97 N42°59.66'

W73°20.64' 293° 23.0 NM to fld. 1490/14W. HIWAS.



SCHENECTADY

SCHENECTADY CO (SCH) 3 N UTC-5(-4DT) N42°51.15' W73°55.73'

NEW YORK

378 B S6 FUEL 100LL, JET A, J8 OX 2 LRA NOTAM FILE SCH

H-11C, 12K, L-32G

RWY 04-22: H7000X150 (ASPH-GRVD) S-95, D-175, 2D-348, 2D/2D2-850 HIRL 0.9% up NE

IAP, AD

RWY 04: MALSR. PAPI(P2L)—GA 3.0°TCH 55'. Tree.

RWY 22: PAPI(P2L)—GA 3.0°TCH 50'. Tree.

RWY 10-28: H4840X150 (ASPH-GRVD) S-55, D-134, 2S-170,

2D-218, 2D/D1-430, 2D/2D2-541, C5-559 MIRL

RWY 10: PAPI(P2L)—GA 4.0°TCH 50'. Thld displcd 200'. Tree.

RWY 28: REIL. PAPI(P2L)—GA 3.0°TCH 50'. Tree.

RWY 15-33: H2640X50 (ASPH) 2S-175 0.6% up NW

RWY 15: Pole. RWY 33: Tree.

AIRPORT REMARKS: Attended 1230-0330Z±. +60 ft dropoff 150 ft from Rwy 28 end. Birds on and in/ovt arpt. Rwy 15-33 cracks on rwy with weeds in cracks. Rwy 33 arrowheads ahead of thld bar painted white. Rwy 15 avbl for tkf, Rwy 33 avbl for ldg. Rwy 15-33 avbl during daylight VFR conditions only. Rwy 15-33 CLOSED to acft 12,500 pounds and over. Fee for acft requesting twr svc 0330-1200Z±. No field or braking action reports available between 0330Z± and 1230Z± daily. Rwy 04 Rwy Alignment indicator lights (RAIL portion) of MALSR OTS indef. When twr clsd, ACTIVATE HIRL Rwy 04-22 and MIRL Rwy 10-28 and MALSR Rwy 04—121.3. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: AWOS-3 119.275 (518) 399-6586.**COMMUNICATIONS:** CTAF 121.3 UNICOM 122.95

Ⓡ ALBANY APP/DEP CON 118.05

TOWER 121.3 (1230-0330Z±) GND CON 121.9

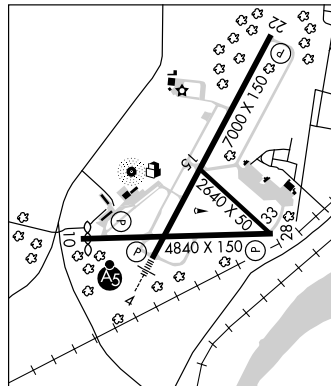
AIRSPACE: CLASS D svc 1230-0330Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE ALB. VHF/DF etc TOWER

ALBANY (L) VORTAC 115.3 ALB Chan 100 N42°44.84' W73°48.19' 332°8.4 NM to fld. 275/13W.

HAWKY NDB (LOM) 219 AL N42°49.04' W73°48.51' 305° 5.7 NM to fld. Unusable 160°-210° byd 10 NM.

HUNTER NDB (MHW) 356 HEU N42°51.18' W73°56.06' at fld. NOTAM FILE SCH.

ILS 109.7 I-SCH Rwy 04. Class IT.

COMM/NAV/WEATHER REMARKS: UNICOM use 130.55 for svc from FBO.

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4700 |
| 052° | TDZE | 434 |
| | Apt Elev | 434 |

RNAV (GPS) RWY 5

SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 80 feet, LNAV Cat. C/D, Circling Cat. C visibility ¼ mile, and Circling Cat. D visibility ½ mile. VDP NA when using Albany altimeter setting.

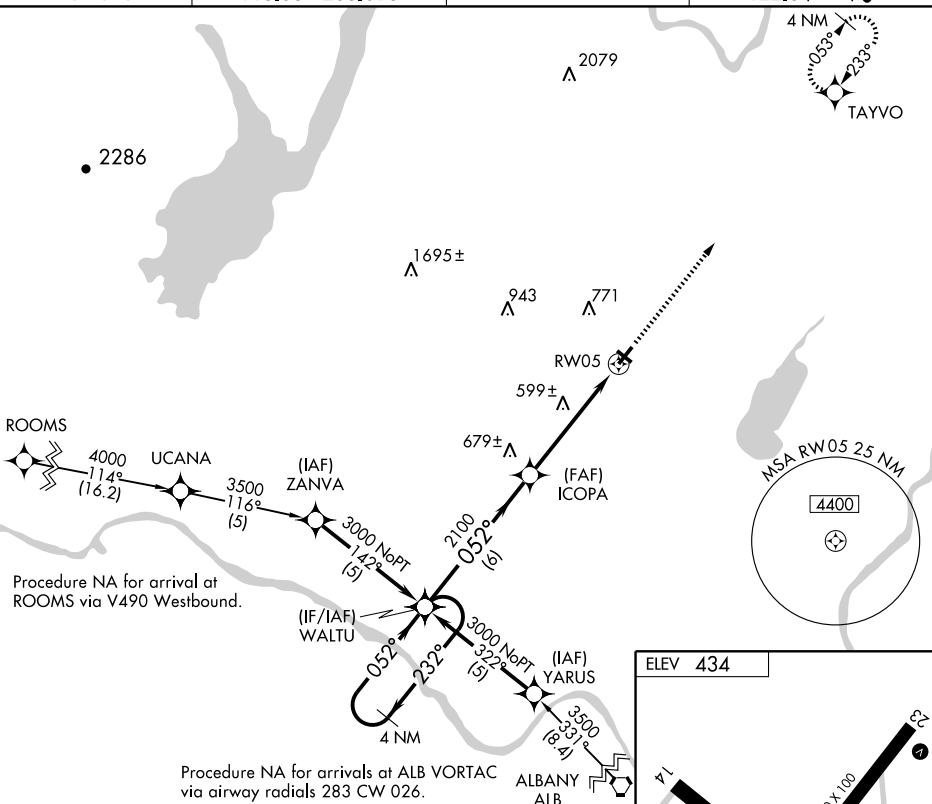
MISSED APPROACH: Climb to 3000 direct TAYVO and hold.

AWOS-3
132.025

ALBANY APP CON
118.05 263.075

CLNC DEL (GCO)
118.125

UNICOM
122.8 (CTAF) 0



| | | | |
|--|------------------------|---|-------------|
| WAAS CH 56611 W23A | APP CRS 233° | Rwy Idg TDZE 431 Apt Elev 434 | 4700 |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 23

SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Albany altimeter setting and increase all DA 64 feet, and MDA 80 feet. Increase LPV and LNAV/VNAV all Cts visibility ¼ mile.
Increase LNAV and Circling Cat. C visibility ¼ mile and Circling Cat. D visibility ½ mile.
VDP NA when using Albany altimeter setting.

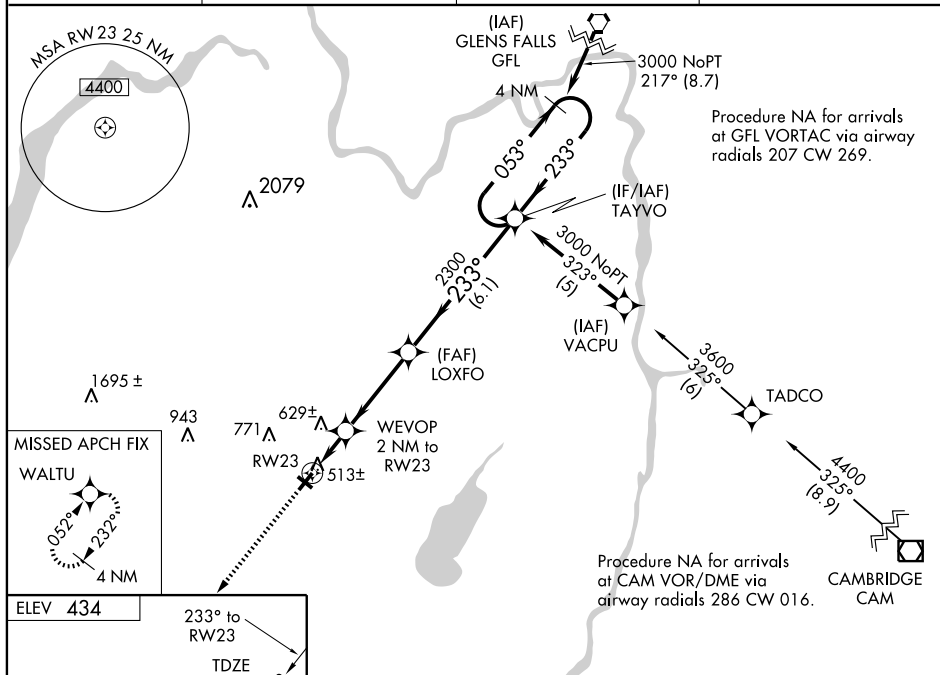
MISSED APPROACH: Climb to 3000 direct WALTU and hold.

AWOS-3
132.025

ALBANY APP CON
118.05 263.075

CLNC DEL (GCO)
118.125

UNICOM
122.8 (CTAF) 0



| | | | | | | |
|--------------|-----------------------|---|-------------------------|------------------------|-----------------|-----------------|
| 3000 | WALTU | VGSI and RNAV glidepath not coincident. | | | | 4 NM |
| | | WEVOP 2 NM to RW23 | LOXFO | TAYVO | Holding Pattern | |
| * LNAV only | | * 1.2 NM to RW23 | 2300 | 233° | 053° | 3000 |
| | | 1120* | 2300 | 233° | | GS 3.00° TCH 60 |
| | | 1.2 NM | 0.8 | 3.6 NM | 6.1 NM | |
| CATEGORY | A | B | C | D | | |
| LPV DA | 745-1 314 (400-1) | | | | | |
| LNAV/VNAV DA | 1046-2¼ 615 (700-2¼) | | | | | |
| LNAV MDA | 860-1 | 429 (500-1) | 860-1¼ 429 (500-1¼) | 860-1½ 429 (500-1½) | | |
| CIRCLING | 1000-1 566 (600-1) | 1020-1 586 (600-1) | 1080-1¾ 646 (700-1¾) | 1100-2 666 (700-2) | | |

SARATOGA SPRINGS, NEW YORK

Amdt 1A 22OCT09

SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

43°03'N - 73°52'W

RNAV (GPS) RWY 23

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

VOR/DME CAM
115.0
Chan **97**

APP CRS
113°

| | |
|----------|-----|
| Rwy Idg | N/A |
| TDZE | N/A |
| Apt Elev | 434 |

N/A
N/A
434

VOR/DME-A

SARATOGA SPRINGS / SARATOGA COUNTY (5B2)



When local altimeter setting not received use Albany altimeter setting and increase all MDA 80 feet, and Cat A, C and D visibility $\frac{1}{4}$ mile.

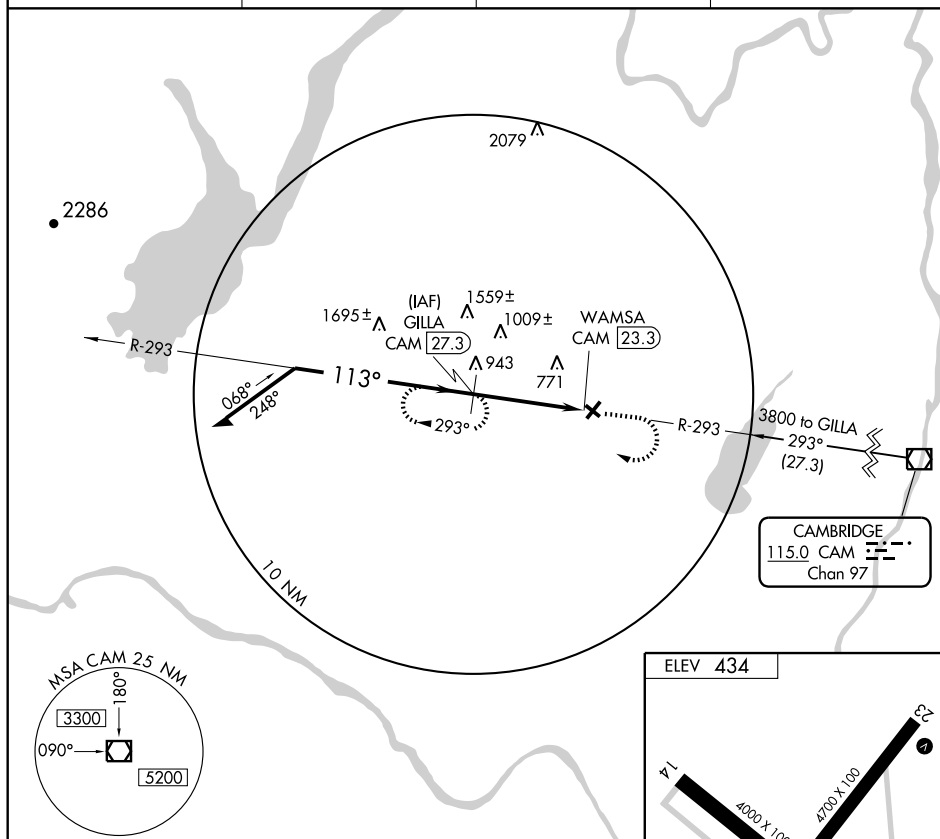
MISSED APPROACH: Climb to 2000 then climbing right to 3000 via heading 330° and CAM VOR/DME R-293 to GILLA/CAM 27.3 DME and hold.

AWOS-3
132,025

ALBANY APP CON
118.05 263.075

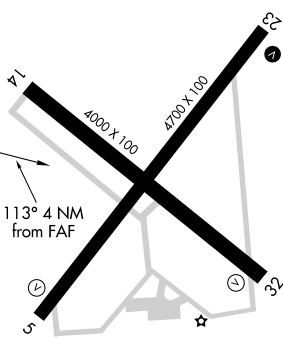
CLNC DEL (GCO)
118,125

UNICOM
122.8 (CTAF) **L**



NE-2. 23 SEP 2010 to 21 OCT 2010

ELEV 434



REIL Rwy 23 **L**
MIRL Rwy 5-23 **L**
MIRL Rwy 14-32
REIL Rwy 5 and 32

SARATOGA SPRINGS, NEW YORK

Amdt 1A 19NOV09

SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

43°03'N - 73°52'W

VOR/DME-A

| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|--------------------------|--------------------------|
| CIRCLING | 1260-1 826 (900-1) | 1260-1¼ 826 (900-1¼) | 1260-2½ 826 (900-2 ½) | 1260-2¾ 826 (900-2 ¾) |

10210

AIRPORT DIAGRAM

AL-382 (FAA)

SCHENECTADY COUNTY (SCH)
SCHENECTADY, NEW YORK

AWOS-3

119.275

SCHENECTADY TOWER ★

121.3 321.1

GND CON

121.9

RWY 04-22

S-95, D-175, 2D-348,
2D/2D2-850

RWY 10-28

S-55, D-134, 2S-170, 2D-218,
2D/D1-430, 2D/2D2-541,
C5-559

RWY 15-33

2S-175

CONTROL
TOWER
389

505 ±

FIELD
ELEV
378JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° E

219.8°

22

42° 51.5' N

42° 51.0' N

328.5°

28

ELEV
320ELEV
320

0.6% UP

281.7°

4840 X 150

0.9% UP

148.5°

ELEV
336

7000 X 150

15

0.9% UP

0.9% UP

0.9% UP

0.9% UP

0.9% UP

0.9% UP

0.9% UP

0.9% UP

0.9% UP

0.9% UP

CAUTION: BE ALERT TO RUNWAY
CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.

73° 56.5' W

73° 56.0' W

73° 55.5' W

AIRPORT DIAGRAM

10210

SCHENECTADY, NEW YORK
SCHENECTADY COUNTY (SCH)

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

SARATOGA SPRINGS

SARATOGA CO (5B2) 3 SW UTC-5(-4DT) N43°03.04' W73°51.70'

NEW YORK

434 B S4 FUEL 100LL, JET A OX 4 TPA-1201(767) LRA NOTAM FILE 5B2

L-32G

RWY 05-23: H4700X100 (ASPH-CONC-GRVD) S-30 MIRL

IAP

RWY 05: REIL. VASI(V4L)—GA 3.0°TCH 47'. Trees.

RWY 23: REIL. VASI(V4L)—GA 3.0°TCH 45'. Trees.

RWY 14-32: H4000X100 (ASPH-CONC) S-30 MIRL

RWY 14: Trees.

RWY 32: REIL. VASI(V4L)—GA 3.0°TCH 46.6'. Trees.

AIRPORT REMARKS: Attended 1230Z±—dusk. Albany ANG helicopters do touch and go ldg ops usually during daylight hours. Glider activity on weekends and occasionally weekdays with extensive pre-launch and after ldg gnd ops on shoulders of rwy in use. Year round federally and state protected habitat for Karner Blue Butterfly, unauthorized off-pavement ops prohibited. VASI clearance plane obstruction exists on Rwy 32 due to tree height. ACTIVATE MIRL Rwy 05-23, VASI Rwy 23, REIL Rwy 23 and twy lgtS—CTAF.

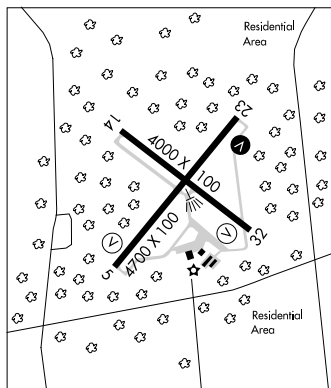
WEATHER DATA SOURCES: AWOS-3 132.025 (518) 884-9289**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ALBANY APP/DEP CON 118.05 GCO 118.125 (ALBANY CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

CAMBRIDGE (L) VORW/DME 115.0 CAM Chan 97 N42°59.66'

W73°20.64' 293° 23.0 NM to fld. 1490/14W. HIWAS.



SCHENECTADY

SCHENECTADY CO (SCH) 3 N UTC-5(-4DT) N42°51.15' W73°55.73'

NEW YORK

378 B S6 FUEL 100LL, JET A, J8 OX 2 LRA NOTAM FILE SCH

H-11C, 12K, L-32G

RWY 04-22: H7000X150 (ASPH-GRVD) S-95, D-175, 2D-348, 2D/2D2-850 HIRL 0.9% up NE

IAP, AD

RWY 04: MALSR. PAPI(P2L)—GA 3.0°TCH 55'. Tree.

RWY 22: PAPI(P2L)—GA 3.0°TCH 50'. Tree.

RWY 10-28: H4840X150 (ASPH-GRVD) S-55, D-134, 2S-170,

2D-218, 2D/D1-430, 2D/2D2-541, C5-559 MIRL

RWY 10: PAPI(P2L)—GA 4.0°TCH 50'. Thld displcd 200'. Tree.

RWY 28: REIL. PAPI(P2L)—GA 3.0°TCH 50'. Tree.

RWY 15-33: H2640X50 (ASPH) 2S-175 0.6% up NW

RWY 15: Pole. RWY 33: Tree.

AIRPORT REMARKS: Attended 1230-0330Z±. +60 ft dropoff 150 ft from Rwy 28 end. Birds on and in/ovt arpt. Rwy 15-33 cracks on rwy with weeds in cracks. Rwy 33 arrowheads ahead of thld bar painted white. Rwy 15 avbl for tkf, Rwy 33 avbl for ldg. Rwy 15-33 avbl during daylight VFR conditions only. Rwy 15-33 CLOSED to acft 12,500 pounds and over. Fee for acft requesting twr svc 0330-1200Z±. No field or braking action reports available between 0330Z± and 1230Z± daily. Rwy 04 Rwy Alignment indicator lights (RAIL portion) of MALSR OTS indef. When twr clsd, ACTIVATE HIRL Rwy 04-22 and MIRL Rwy 10-28 and MALSR Rwy 04—121.3. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: AWOS-3 119.275 (518) 399-6586.**COMMUNICATIONS:** CTAF 121.3 UNICOM 122.95

Ⓡ ALBANY APP/DEP CON 118.05

TOWER 121.3 (1230-0330Z±) GND CON 121.9

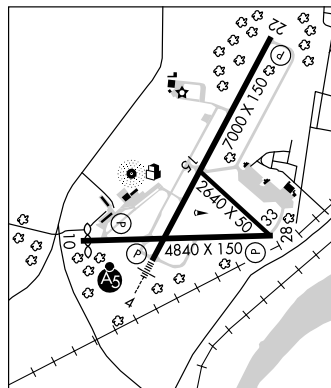
AIRSPACE: CLASS D svc 1230-0330Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE ALB. VHF/DF etc TOWER

ALBANY (L) VORTAC 115.3 ALB Chan 100 N42°44.84' W73°48.19' 332°8.4 NM to fld. 275/13W.

HAWKY NDB (LOM) 219 AL N42°49.04' W73°48.51' 305° 5.7 NM to fld. Unusable 160°-210° byd 10 NM.

HUNTER NDB (MHW) 356 HEU N42°51.18' W73°56.06' at fld. NOTAM FILE SCH.

ILS 109.7 I-SCH Rwy 04. Class IT.

COMM/NAV/WEATHER REMARKS: UNICOM use 130.55 for svc from FBO.

| | |
|------------------------|------------------------|
| APP CRS 226° | Rwy Idg 7000 |
| TDZE 378 | Apt Elev 378 |

GPS RWY 22

SCHENECTADY COUNTY (SCH)



MISSED APPROACH: Climb to 1200, then climbing right turn to 4000 direct GALWA WP and hold.

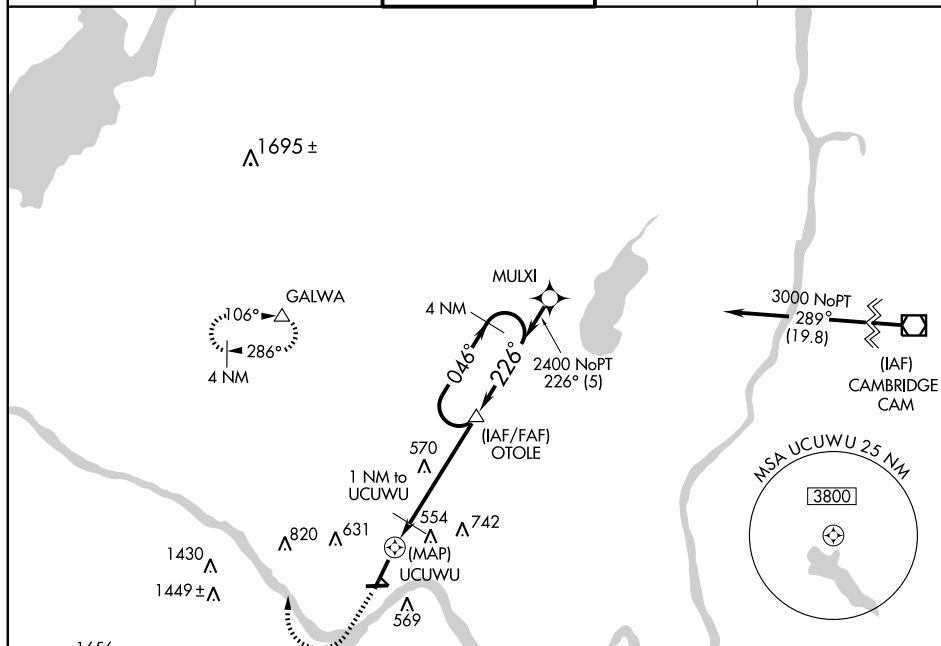
AWOS-3
119.275

ALBANY APP CON
118.05 263.075

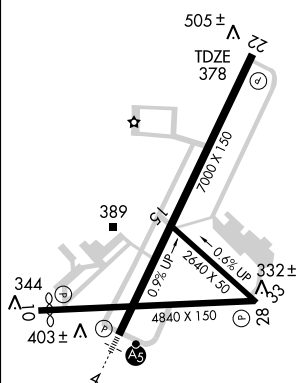
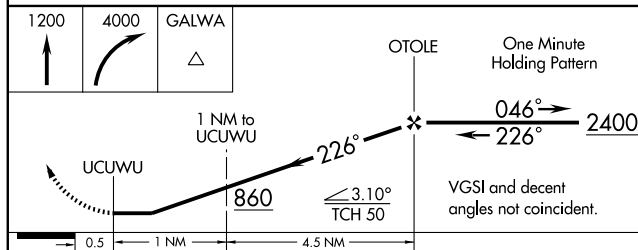
SCHENECTADY TOWER★
121.3 (CTAF) 321.1

GND CON
121.9

UNICOM
122.95



ELEV 378



REIL Rwy 28
HIRL Rwy 4-22
MIRL Rwy 10-28

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy ldg | 4840 |
| 282° | TDZE | 323 |
| | Apt Elev | 378 |

GPS RWY 28

SCHENECTADY COUNTY (SCH)



MISSED APPROACH: Climb to 1400, then climbing right turn to 4000 direct GALWA WP and hold.

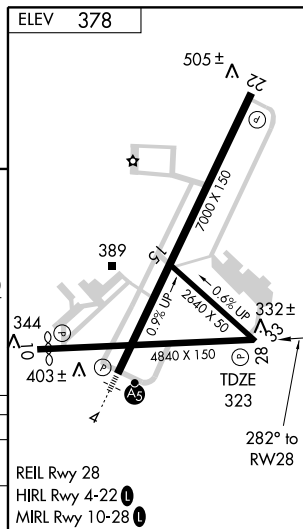
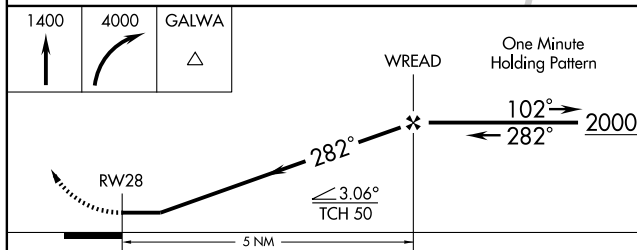
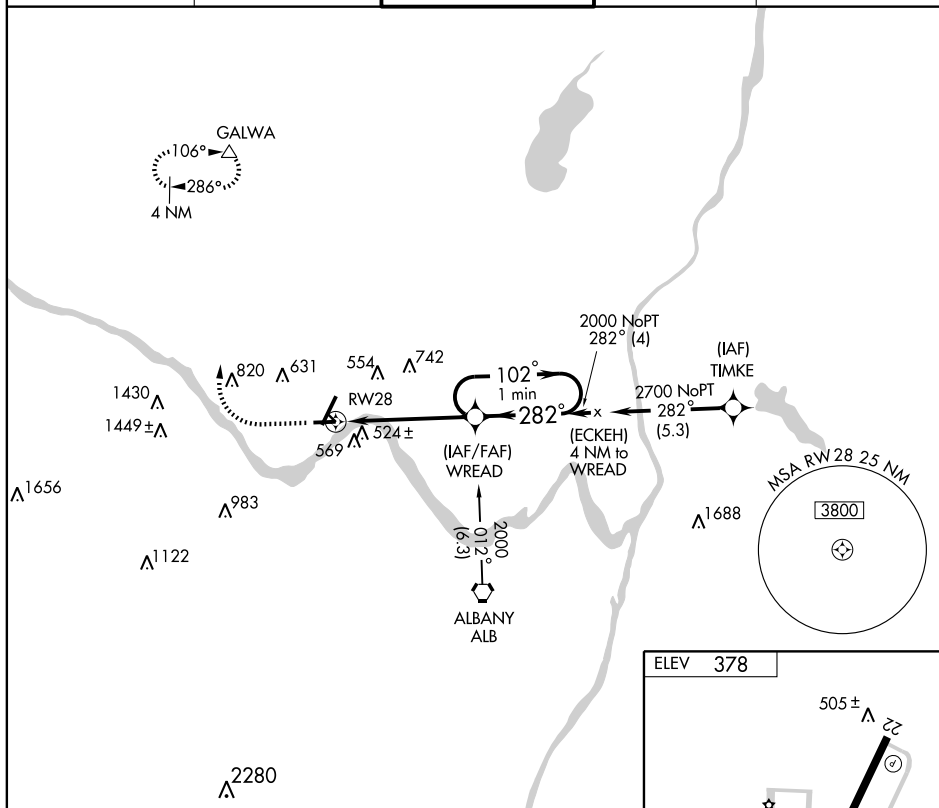
AWOS-3
119.275

ALBANY APP CON
118.05 263.075

SCHENECTADY TOWER★
121.3 (CTAF) 0 321.1

GND CON
121.9

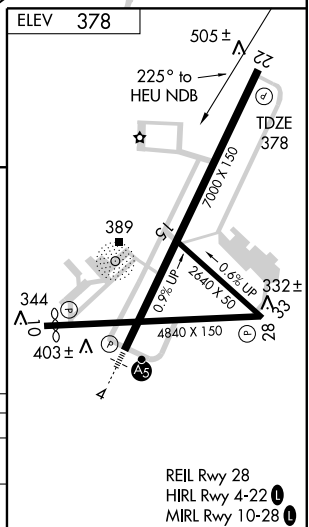
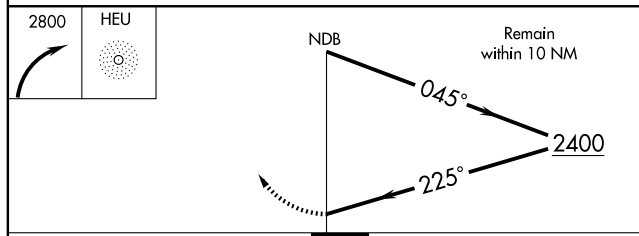
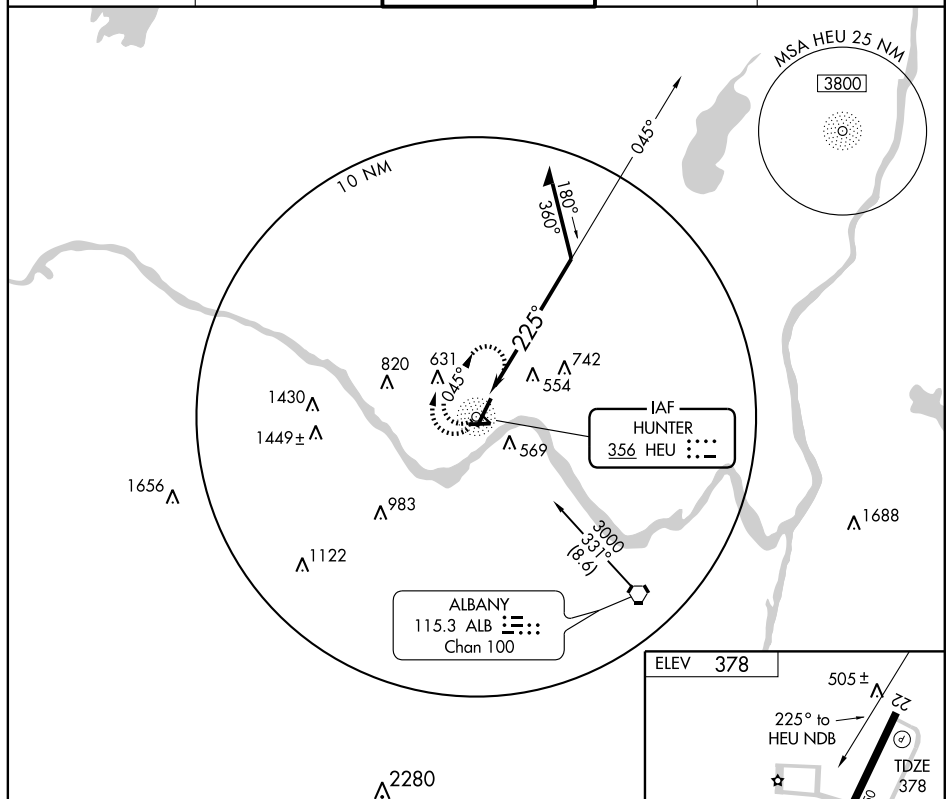
UNICOM
122.95



| CATEGORY | A | B | C | D |
|----------|-------------------|---|---------------------|---------------------|
| S-28 | 780-1 457 (500-1) | | 780-1¼ 457 (500-1¼) | 780-1½ 457 (500-1½) |
| CIRCLING | 880-1 502 (600-1) | | 900-1½ 522 (600-1½) | 1000-2 622 (700-2) |

NDB RWY 22

SCHENECTADY COUNTY (SCH)

NDB HEU
356APP CRS
225°Rwy Idg
TDZE **7000**
Apt Elev **378**MISSED APPROACH: Climbing right turn to 2800 in
HUNTER NDB holding pattern.AWOS-3
119.275ALBANY APP CON
118.05 263.075SCHENECTADY TOWER★
121.3 (CTAF) **0 321.1**GND CON
121.9UNICOM
122.95

| CATEGORY | A | B | C | D |
|----------|-------------------|---|--|--------------------|
| S-22 | 980-1 602 (700-1) | | 980-1 $\frac{3}{4}$ 602 (700-1 $\frac{3}{4}$) | 980-2 602 (700-2) |
| CIRCLING | 980-1 602 (700-1) | | 980-1 $\frac{3}{4}$ 602 (700-1 $\frac{3}{4}$) | 1000-2 622 (700-2) |

SHERMAN

PRATT'S EASTERN DIVIDE (D88) 4 W UTC-5(-4DT) N42°09.00' W79°41.15'

DETROIT

1640 NOTAM FILE BUF

RWY 08-26: 2600X75 (TURF)

RWY 08: Tree.

RWY 26: Trees.

AIRPORT REMARKS: Attended irregularly. Ultralgt on and invof arpt.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

SHIRLEY

BROOKHAVEN (HWV) 1 N UTC-5(-4DT) N40°49.32' W72°52.02'

NEW YORK

81 B S4 **FUEL** 100LL TPA-1081(1000) NOTAM FILE HWV

COPTER

RWY 15-33: H4222X150 (ASPH-CONC) S-52, D-70, 2S-89, 2D-120 MIRL

L-33B, 34I

RWY 15: REIL. VASI(V4L)-GA 3.0°TCH 43'. Trees.

IAP

RWY 33: REIL. VASI(V4L)-GA 3.0°TCH 46'. Trees.

RWY 06-24: H4200X100 (ASPH) S-32, D-56, 2D-93 MIRL

0.3% up NE

RWY 06: REIL. MALSR. VASI(V4L)-GA 3.0°TCH 47'. Trees.

RWY 24: REIL. Trees.

AIRPORT REMARKS: Attended continuously. Deer all areas of airport especially at night. Glider operations daylight hours. Pilots be aware when conducting practice ILS apchs: extensive light acft training on and invof arpt all hrs. Gliders use rgt tfc pattern for Rwy 24 and Rwy 33; gliders use left tfc pattern for Rwy 06 and Rwy 15. Upper air observation balloons launched 3 miles N of arpt 1100Z± and 2300Z±. ACTIVATE MIRL Rwy 06-24 and Rwy 15-33; VASI Rwy 06, Rwy 15 and Rwy 33; REIL Rwy 06, Rwy 24, Rwy 15 and Rwy 33; MALSR Rwy 06-CTAF. Ldg fee.

WEATHER DATA SOURCES: ASOS 119.625 (631) 399-7095.

COMMUNICATIONS: CTAF/UNICOM 122.8

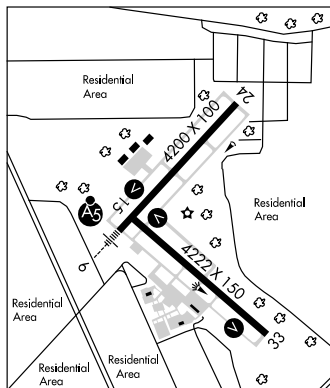
® **NEW YORK CENTER APP/DEP CON** 118.0 **CLNC DEL** 133.2

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

CALVERTON (L) VOR/DME 117.2 CCC Chan 119 N40°55.78'

W72°47.93' 219° 7.2 NM to fld. 86/13W.

ILS 108.95 I-HWV Rwy 06. LOC unusable byd 4.6 NM from thld abv 2100'. LOC unusable within thld abv 1000'. GS unmonitored.



SIDNEY MUNI (N23) 1 W UTC-5(-4DT) N42°18.15' W75°24.96'

NEW YORK

1027 B S4 **FUEL** 100LL, JET A OX 3, 4 NOTAM FILE BUF

L-30K, 32F, 33A

RWY 07-25: H4204X75 (ASPH) S-25, D-45 MIRL

IAP

RWY 07: REIL. Tree.

RWY 25: REIL. PAPI(P2L)-GA 3.0° TCH 42'. Stack. Rgt tfc.

AIRPORT REMARKS: Attended 1400-2200Z±. For attendant other times call 607-561-2346. Numerous hills surround arpt up to 800 ft above arpt elevation. High tension lines 1 NM from apch end Rwy 07. ACTIVATE MIRL Rwy 07-25 and REIL Rwy 07 and 25-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.275 (607) 561-2333.

COMMUNICATIONS: CTAF/UNICOM 122.8

HANCOCK RCO 122.1R 116.8T (BUFFALO RADIO)

ROCKDALE RCO 122.1R 112.6T (BUFFALO RADIO)

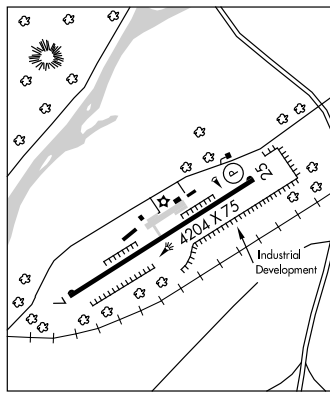
® **BOSTON CENTER APP/DEP CON** 133.25

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

ROCKDALE (L) VOR/DME 112.6 RKA Chan 73 N42°27.98'

W75°14.35' 230° 12.6 NM to fld. 2032/11W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.



| | | | |
|----------------------------|------------------------|-----------------------------|---------------------------------------|
| LOC I-HWV 108.95 | APP CRS 059° | Rwy Idg TDZE Apt Elev | 4200 81 82 |
|----------------------------|------------------------|-----------------------------|---------------------------------------|

ILS RWY 6

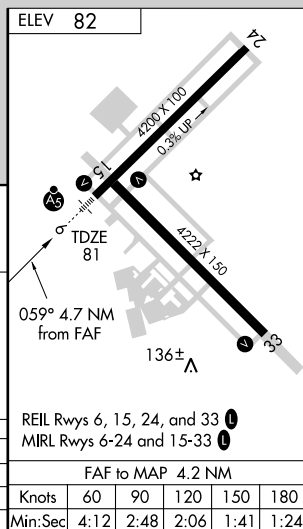
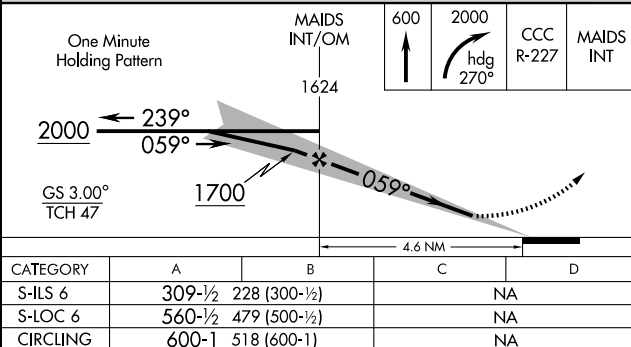
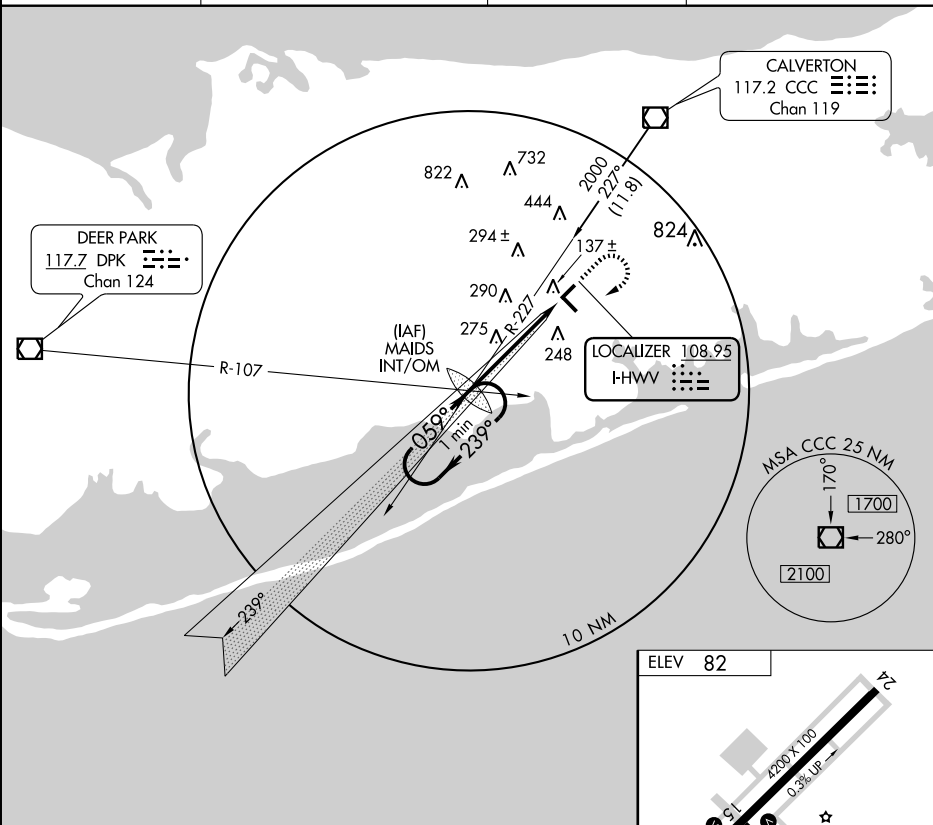
SHIRLEY / BROOKHAVEN (HWV)

▼ Use Long Island MacArthur altimeter setting.
 ▲ NA ILS unusable from MM inbound.



MISSED APPROACH: Climb to 600, then climbing
 right turn to 2000 via heading 270° and
 CCC VOR/DME R-227 to MAIDS INT and hold.

| | | | |
|------------------------|---|--------------------------|-------------------------------|
| ASOS 119.625 | NEW YORK APP CON 118.0 343.75 | CLNC DEL 133.2 | UNICOM 122.8 (CTAF) |
|------------------------|---|--------------------------|-------------------------------|



APP CRS **059°**
Rwy Idg **4200**
TDZE **77**
Apt Elev **81**

RNAV (GPS) RWY 6

SHIRLEY / BROOKHAVEN (HWV)



If local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet.
DME/DME RNP-0.3 NA.

MALSR



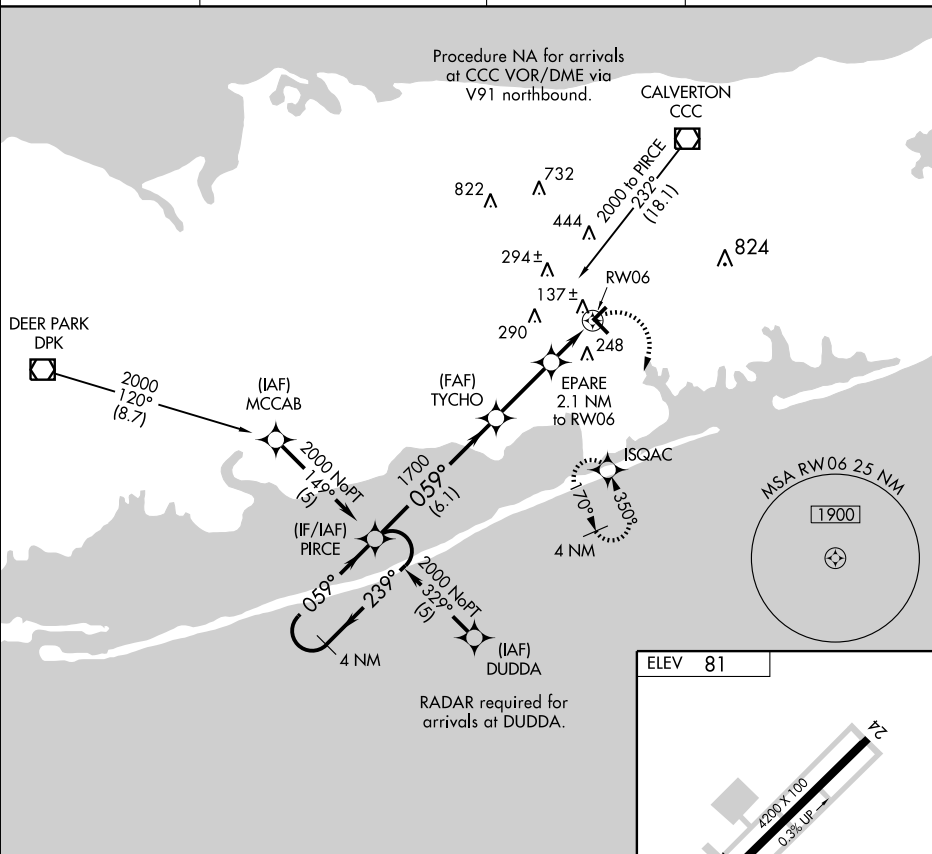
MISSED APPROACH: Climbing right turn to 2000 direct ISQAC and hold.

ASOS
119.625

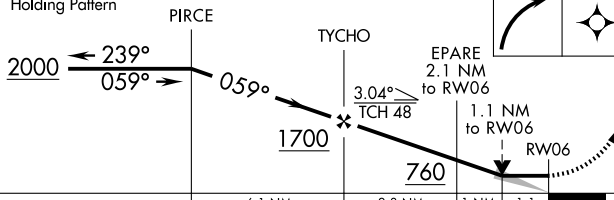
NEW YORK APP CON
118.0 343.75

CLNC DEL
133.2

UNICOM
122.8 (CTAF)



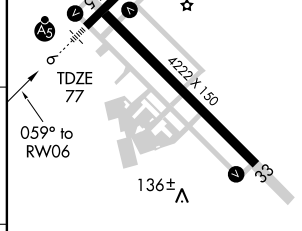
4 NM
Holding Pattern



2000



ISQAC



| CATEGORY | A | B | C | D |
|----------|-------|-------------|---|----|
| RNAV MDA | 480-½ | 403 (400-½) | | NA |
| CIRCLING | 560-1 | 479 (500-1) | | NA |

REIL Rwy 6, 15, 24, and 33
MIRL Rwy 6-24 and 15-33

| | | |
|--|------------------------|---|
| WAAS CH 90402 W15A | APP CRS 149° | Rwy Idg 4222 TDZE 70 Apt Elev 81 |
|--|------------------------|---|

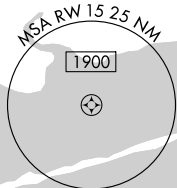
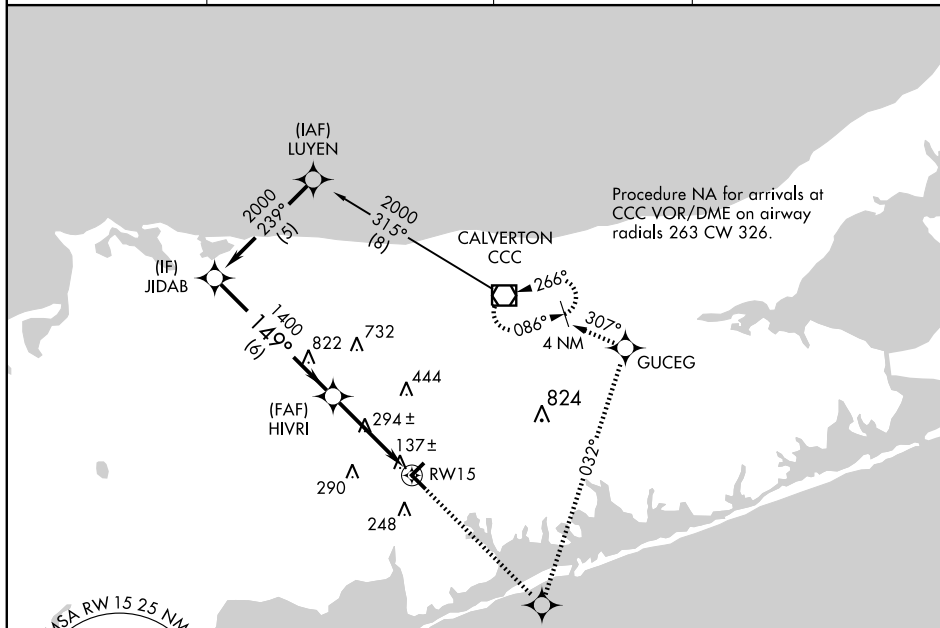
RNAV (GPS) RWY 15

SHIRLEY / BROOKHAVEN (HWV)

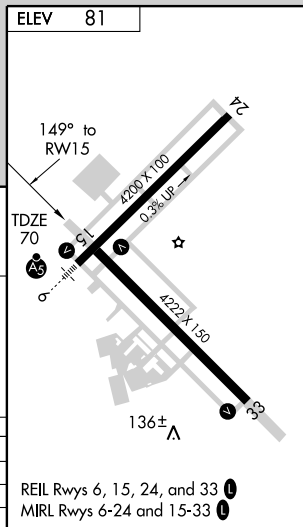
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Islip altimeter setting and increase LPV DA to 420 and all MDAs 40 feet. VDP NA when using Islip altimeter setting.

MISSED APPROACH: Climb to 2000 direct CUVIN and left turn via 032° track to GUCEG and 307° track to CCC VOR/DME and hold.

| | | | |
|------------------------|---|--------------------------|---------------------------------|
| ASOS 119,625 | NEW YORK APP CON 118.0 343.75 | CLNC DEL 133.2 | UNICOM 122.8 (CTAF) 0 |
|------------------------|---|--------------------------|---------------------------------|



| | | | | | | |
|----------------|---------|---------------|--------|--------|----------------|--------------|
| Procedure Turn | JIDAB | 2000 | CUVIN | GUCEG | trk 307° | CCC |
| | | ↑ | ✱ | ↩ | ✱ | ☐ |
| | | 2000 | 149° | 1400 | 1.4 NM to RW15 | * LNAV only. |
| GS 3.00° | | | | | | |
| TCH 43 | | | | | | |
| | | 6 NM | 2.6 NM | 1.4 NM | | |
| CATEGORY | A | B | C | D | | |
| LPV DA | 392-1 ¼ | 322 (400-1 ¼) | | NA | | |
| LNAV MDA | 560-1 | 490 (500-1) | | NA | | |
| CIRCLING | 560-1 | 479 (500-1) | | NA | | |



| | | |
|--|------------------------|---|
| WAAS CH 40412 W33A | APP CRS 329° | Rwy Idg 4222 TDZE 67 Apt Elev 81 |
|--|------------------------|---|

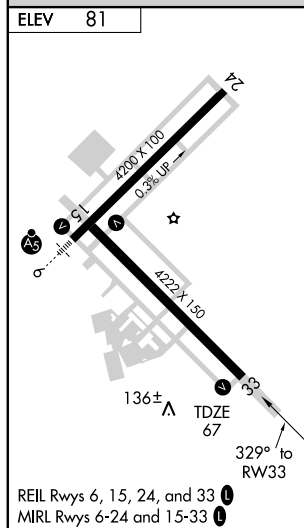
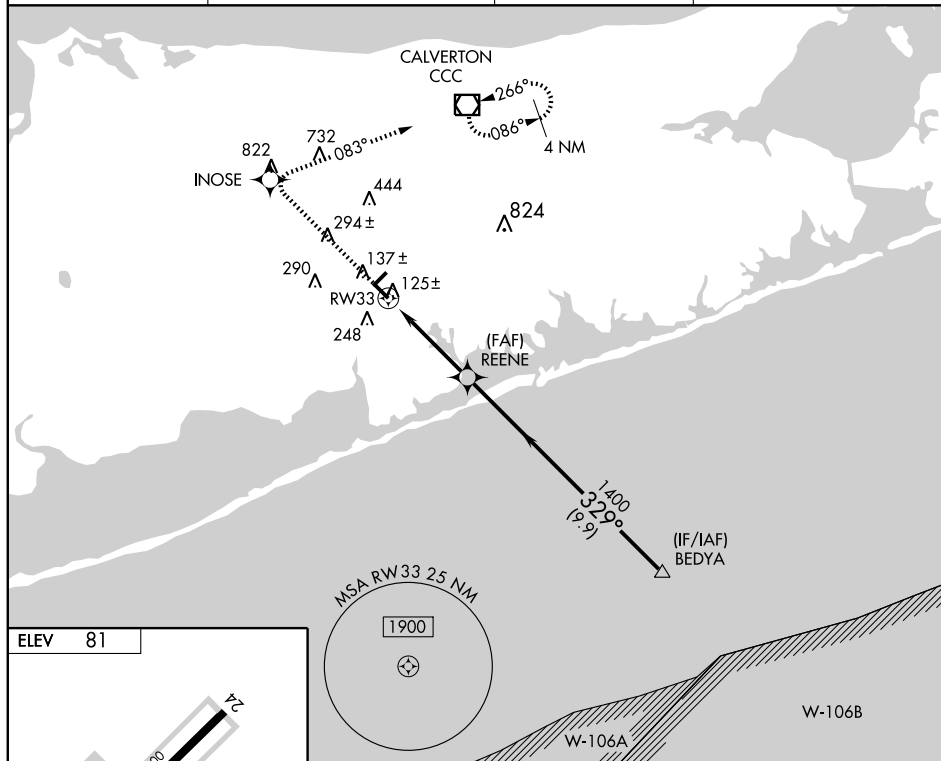
RNAV (GPS) RWY 33

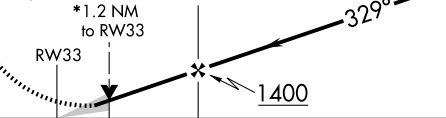
SHIRLEY / BROOKHAVEN (HWV)

▼ Baro-VNAV NA when using Islip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 28 feet and all MDA 40 feet, and increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Islip altimeter setting.

MISSED APPROACH:
Climb to 2000 direct INOSE
and right turn via track 083°
to CCC VOR/DME and hold.

| | | | |
|------------------------|---|--------------------------|---------------------------------|
| ASOS 119.625 | NEW YORK APP CON 118.0 343.75 | CLNC DEL 133.2 | UNICOM 122.8 (CTAF) 0 |
|------------------------|---|--------------------------|---------------------------------|



| | | | | |
|---|--------|--------------------|-------------------------|--------------------|
| 2000 | INOSE | CCC | BEDYA | |
| ↑ | ✦ | trk 083° | ✦ | |
| *LNAV only | | *1.2 NM to RW33 | REENE | 4000 |
|  | | | Procedure Turn NA | GS 3.00° TCH 46 |
| CATEGORY | A | B | C | D |
| LPV DA | 346-1 | 279 (300-1) | | NA |
| LNAV/ VNAV DA | 449-1¼ | 382 (400-1¼) | | NA |
| LNAV MDA | 500-1 | 433 (500-1) | | NA |
| CIRCLING | 560-1 | 479 (500-1) | | NA |

APP CRS **239°**
 Rwy Idg **4200**
 TDZE **81**
 Apt Elev **81**

RNAV (GPS) Y RWY 24

SHIRLEY / BROOKHAVEN (HWV)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Isip altimeter setting and increase all MDAs 40 feet.

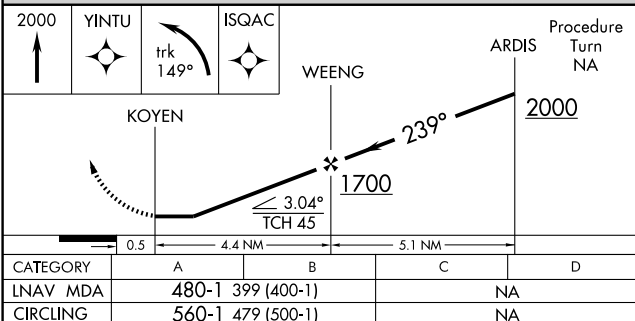
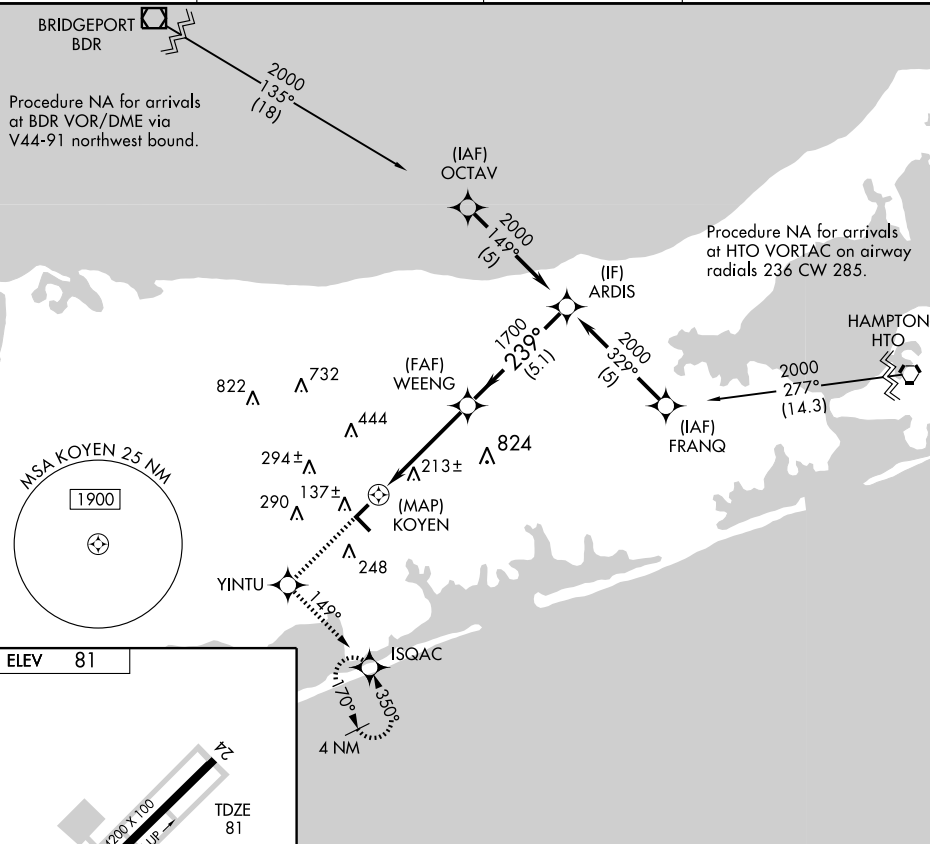
MISSED APPROACH: Climb to 2000 direct YINTU and left turn via 149° track to ISQAC and hold, continue climb-in-hold to 2000.

ASOS
119.625

NEW YORK APP CON
118.0 343.75

CLNC DEL
133.2

UNICOM
122.8 (CTAF) ①



| | | |
|--|------------------------|---|
| WAAS CH 56601 W24A | APP CRS 239° | Rwy Idg 4200 TDZE 81 Apt Elev 81 |
|--|------------------------|---|

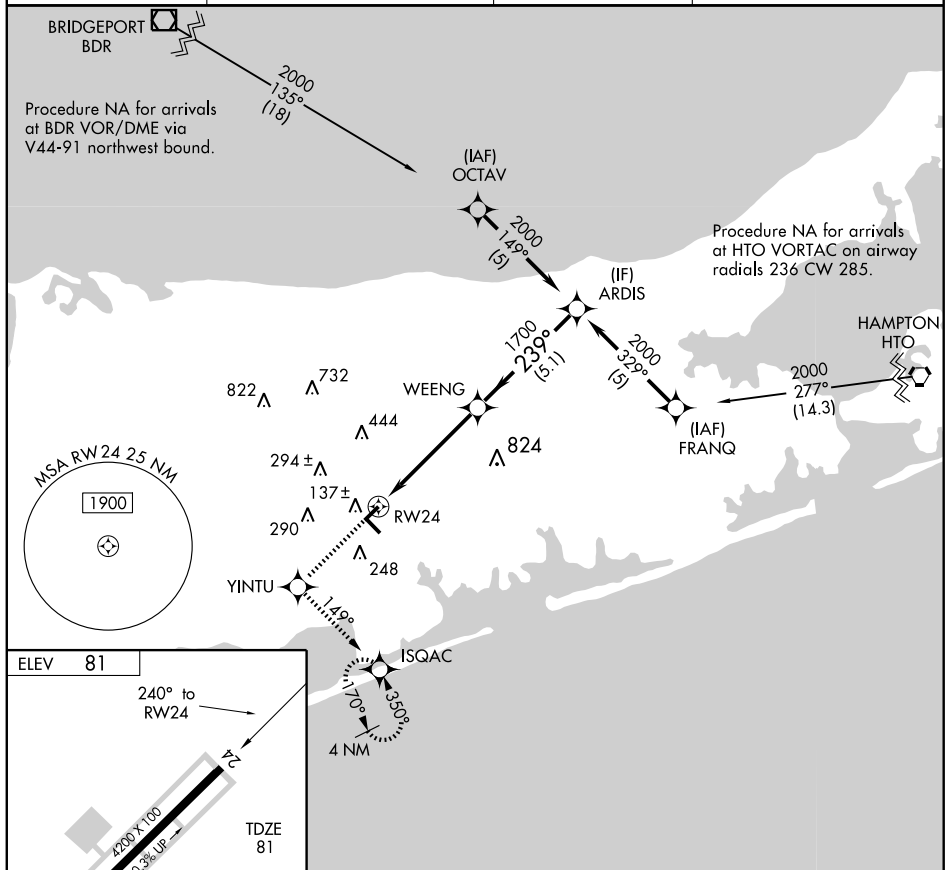
RNAV (GPS) Z RWY 24

SHIRLEY / BROOKHAVEN (HWV)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
⚠ When local altimeter setting not received, use Islip altimeter setting and increase LPV DA to 378.

MISSED APPROACH: Climb to 2000 direct YINTU and left turn via 149° track to ISQAC and hold, continue climb-in-hold to 2000.

| | | | |
|------------------------|---|--------------------------|---------------------------------|
| ASOS 119.625 | NEW YORK APP CON 118.0 343.75 | CLNC DEL 133.2 | UNICOM 122.8 (CTAF) 0 |
|------------------------|---|--------------------------|---------------------------------|



| | | | | |
|----------|-------|-------------|-------|-------------------|
| 2000 | YINTU | tr 149° | ISQAC | Procedure Turn NA |
| | | | | ARDIS |
| RW24 | | | | 2000 |
| 4.9 NM | | | | 5.1 NM |
| GS 3.00° | | | | TCH 45 |
| CATEGORY | A | B | C | D |
| LPV DA | 350-1 | 269 (300-1) | NA | |

| | | |
|---|------------------------|---|
| VOR/DME CCC 117.2 Chn 119 | APP CRS 042° | Rwy Idg 4200 TDZE 77 Apt Elev 81 |
|---|------------------------|---|

VOR RWY 6

SHIRLEY / BROOKHAVEN (HWV)

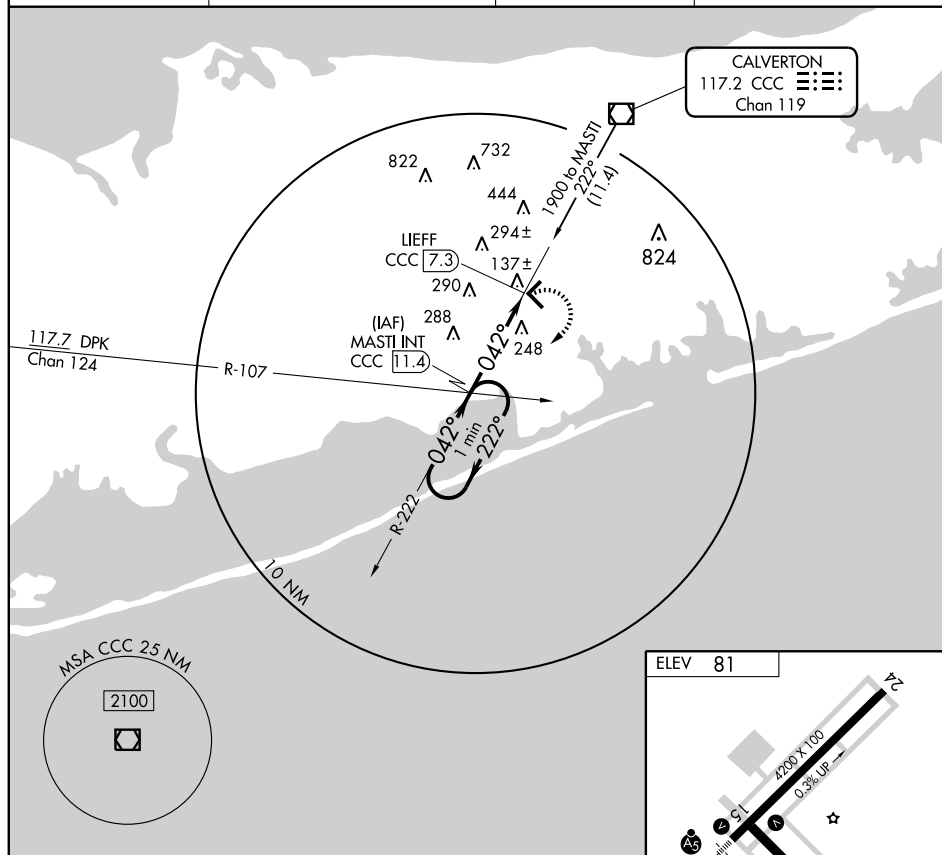
T Inoperative table does not apply.
A When local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet.

MALSR
A5

MISSED APPROACH: Climbing right turn to 1600
via CCC VOR/DME R-222 to MASTI INT/11.4 DME
and hold.

ASOS
119.625

NEW YORK APP CON
118.0 343.75

CLNC DEL
133.2UNICOM
122.8 (CTAF) **L**

MSA CCC 25 NM

2100

One Minute Holding Pattern

MASTI INT
CCC 11.4

1600

MAST
INT
$$\underline{1600} \xleftarrow{222^\circ} \underline{042^\circ}$$

$\frac{1400}{1} = 042^\circ$

CCC
8.9LIEFF
CCC 72
$$\frac{2.96^\circ}{TCL 47}$$

ICH 47

2.5 nm

1.6 nm

ELEV 81

042° 4.1 NM
from FAF

 $136 \pm \Delta$

REIL Rwys 6, 15, 24, and 33 **L**
MIRL Rwys 6-24 and 15-33 **L**

| CATEGORY | A | B | C | D | FAF to MAP 4.1 NM | | | | | |
|----------|-------|-------------|----|---|-------------------|------|------|------|------|------|
| S-6 | 620-1 | 543 (600-1) | NA | | Knots | 60 | 90 | 120 | 150 | 180 |
| CIRCLING | 620-1 | 539 (600-1) | NA | | Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

SHIRLEY, NEW YORK
Amdt 4 10098

40°49'N - 72°52'W

SHIRLEY / BROOKHAVEN (HWV)

VOR RWY 6

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

SHERMAN

PRATT'S EASTERN DIVIDE (D88) 4 W UTC-5(-4DT) N42°09.00' W79°41.15'

DETROIT

1640 NOTAM FILE BUF

RWY 08-26: 2600X75 (TURF)

RWY 08: Tree.

RWY 26: Trees.

AIRPORT REMARKS: Attended irregularly. Ultralgt on and invof arpt.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

SHIRLEY

BROOKHAVEN (HWV) 1 N UTC-5(-4DT) N40°49.32' W72°52.02'

NEW YORK

81 B S4 **FUEL** 100LL TPA-1081(1000) NOTAM FILE HWV

COPTER

RWY 15-33: H4222X150 (ASPH-CONC) S-52, D-70, 2S-89, 2D-120 MIRL

L-33B, 34I

RWY 15: REIL. VASI(V4L)-GA 3.0°TCH 43'. Trees.

IAP

RWY 33: REIL. VASI(V4L)-GA 3.0°TCH 46'. Trees.

RWY 06-24: H4200X100 (ASPH) S-32, D-56, 2D-93 MIRL

0.3% up NE

RWY 06: REIL. MALSR. VASI(V4L)-GA 3.0°TCH 47'. Trees.

RWY 24: REIL. Trees.

AIRPORT REMARKS: Attended continuously. Deer all areas of airport especially at night. Glider operations daylight hours. Pilots be aware when conducting practice ILS apchs: extensive light acft training on and invof arpt all hrs. Gliders use rgt tfc pattern for Rwy 24 and Rwy 33; gliders use left tfc pattern for Rwy 06 and Rwy 15. Upper air observation balloons launched 3 miles N of arpt 1100Z± and 2300Z±. ACTIVATE MIRL Rwy 06-24 and Rwy 15-33; VASI Rwy 06, Rwy 15 and Rwy 33; REIL Rwy 06, Rwy 24, Rwy 15 and Rwy 33; MALSR Rwy 06-CTAF. Ldg fee.

WEATHER DATA SOURCES: ASOS 119.625 (631) 399-7095.

COMMUNICATIONS: CTAF/UNICOM 122.8

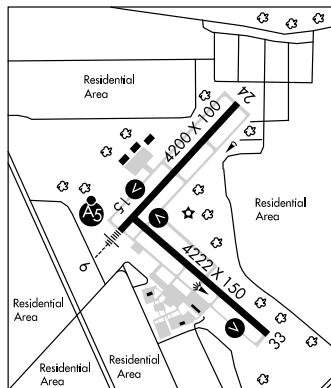
® **NEW YORK CENTER APP/DEP CON** 118.0 **CLNC DEL** 133.2

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

CALVERTON (L) VOR/DME 117.2 CCC Chan 119 N40°55.78'

W72°47.93' 219° 7.2 NM to fld. 86/13W.

ILS 108.95 I-HWV Rwy 06. LOC unusable byd 4.6 NM from thld abv 2100'. LOC unusable within thld abv 1000'. GS unmonitored.



SIDNEY MUNI (N23) 1 W UTC-5(-4DT) N42°18.15' W75°24.96'

NEW YORK

1027 B S4 **FUEL** 100LL, JET A OX 3, 4 NOTAM FILE BUF

L-30K, 32F, 33A

RWY 07-25: H4204X75 (ASPH) S-25, D-45 MIRL

IAP

RWY 07: REIL. Tree.

RWY 25: REIL. PAPI(P2L)-GA 3.0° TCH 42'. Stack. Rgt tfc.

AIRPORT REMARKS: Attended 1400-2200Z±. For attendant other times call 607-561-2346. Numerous hills surround arpt up to 800 ft above arpt elevation. High tension lines 1 NM from apch end Rwy 07. ACTIVATE MIRL Rwy 07-25 and REIL Rwy 07 and 25-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.275 (607) 561-2333.

COMMUNICATIONS: CTAF/UNICOM 122.8

HANCOCK RCO 122.1R 116.8T (BUFFALO RADIO)

ROCKDALE RCO 122.1R 112.6T (BUFFALO RADIO)

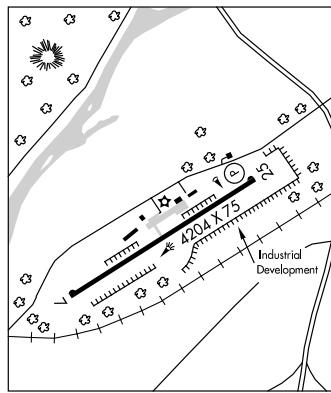
® **BOSTON CENTER APP/DEP CON** 133.25

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

ROCKDALE (L) VOR/DME 112.6 RKA Chan 73 N42°27.98'

W75°14.35' 230° 12.6 NM to fld. 2032/11W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.



| | |
|------------------------|-------------------------|
| APP CRS 071° | Rwy Idg 4204 |
| | TDZE 1027 |
| | Apt Elev 1027 |

RNAV (GPS) RWY 7

SIDNEY MUNI (N23)

▼ When local altimeter setting not received, use Binghamton altimeter setting and increase all MDAs 140 feet.

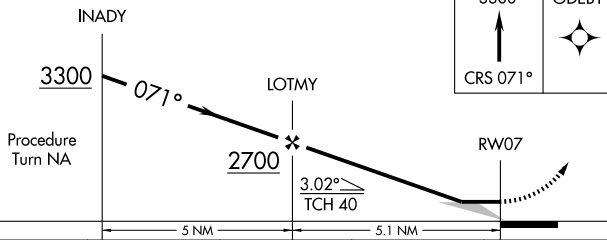
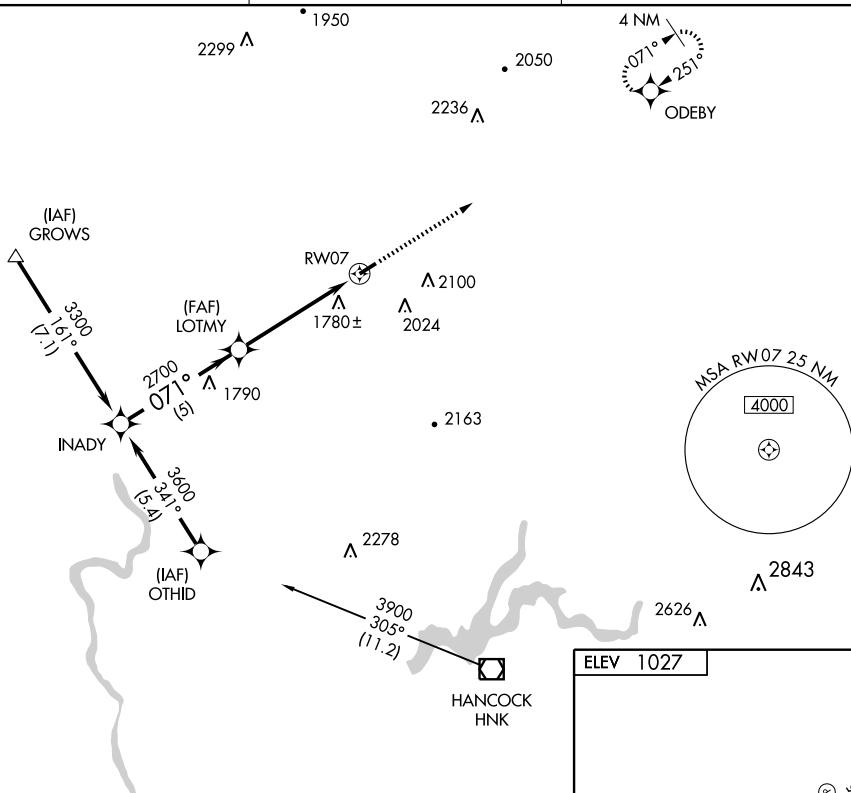
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3300 via 071° course to ODEBY WP and hold.

BOSTON CENTER
133.25 279.5

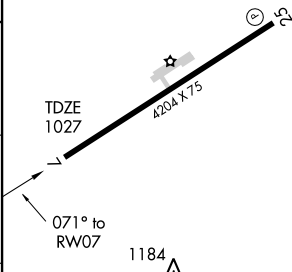
UNICOM
122.8 (CTAF) 0

AWOS-3
118.275



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|-------------------------|----|
| RNAV MDA | 2040-1¼ 1013 (1100-1¼) | 2040-1½ 1013 (1100-1½) | 2040-3 1013 (1100-3) | NA |
| CIRCLING | 2120-1¼ 1093 (1100-1¼) | 2140-1½ 1113 (1200-1½) | 2180-3 1153 (1200-3) | NA |

ELEV 1027



REIL Rwy 7 and 25 **0**
MIRL Rwy 7-25 **0**

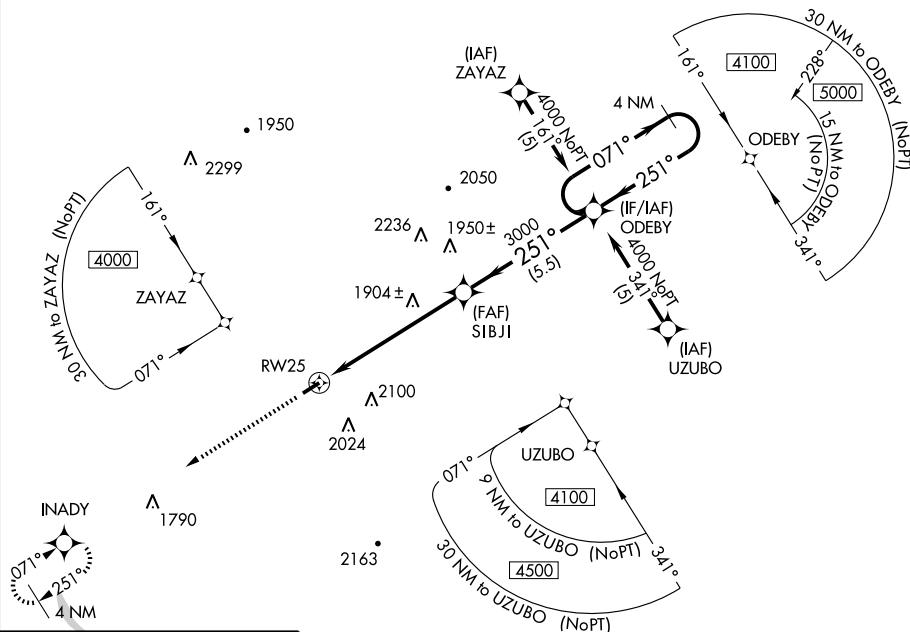
RNAV (GPS) RWY 25

SIDNEY MUNI (N23)

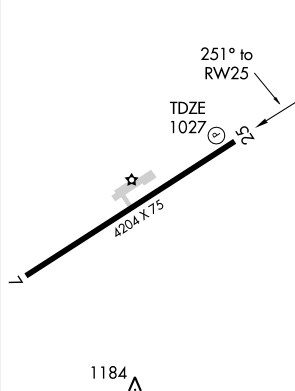
APP CRS
251°Rwy Idg **4204**
TDZE **1027**
Apt Elev **1027**

Obtain local altimeter setting on CTAF; when not received, use Binghamton altimeter setting and increase all MDAs 140 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3300 direct INADY W/P and hold.

BOSTON CENTER
133.25 279.5UNICOM
122.8 (CTAF) 0AWOS-3
118.275

ELEV 1027



REIL Rws 7 and 25 0
MIRL Rwy 7-25 0

| | | | | | |
|---------------|---------------------------|----------------------------|-------------------------|----|--|
| 3300 INADY | | | | | |
| RWY 25 | | ODEBY 4 NM Holding Pattern | | | |
| RWY 25 | | 071° → 4000 | | | |
| RWY 25 | | ← 251° | | | |
| RWY 25 | | 3000 | | | |
| RWY 25 | | 2.99° TCH 42 | | | |
| RWY 25 | | 6.1 NM 5.5 NM | | | |
| CATEGORY | A | B | C | D | |
| GLS DA | NA | | | | |
| RNAV/ DA VNAV | NA | | | | |
| RNAV MDA | 2320-1¼ 1293 (1300-1¼) | 2320-1½ 1293 (1300-1½) | 2320-3 1293 (1300-3) | NA | |
| CIRCLING | 2320-1¼ 1293 (1300-1¼) | 2320-1½ 1293 (1300-1½) | 2320-3 1293 (1300-3) | NA | |

| | | | |
|---|------------------------|-----------------------------|---|
| VOR/DME RKA 112.6 Chan 73 | APP CRS 228° | Rwy Idg TDZE Apt Elev | 4204 1027 1027 |
|---|------------------------|-----------------------------|---|

VOR RWY 25
SIDNEY MUNI (N23)

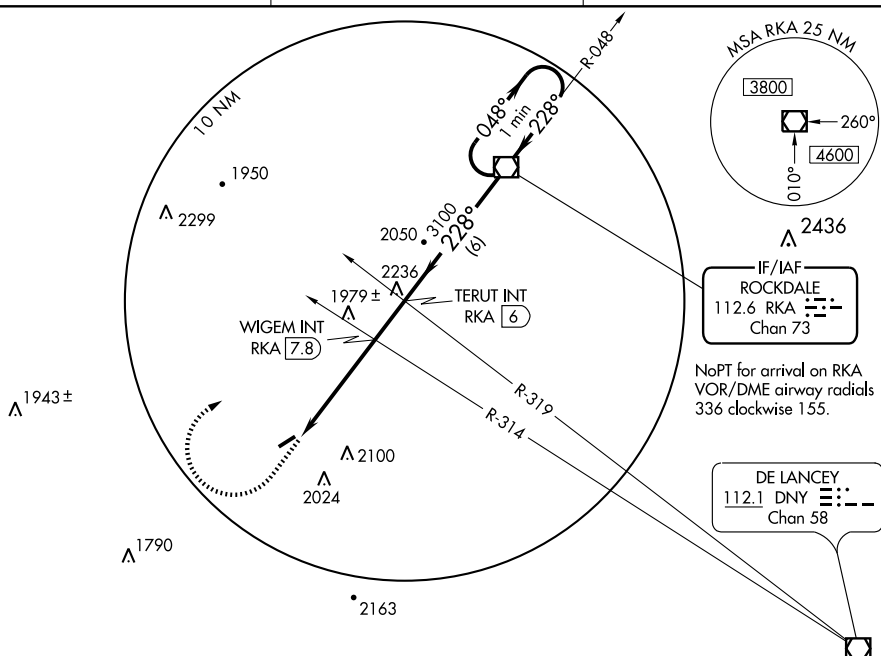
T Visibility reduction by helicopters NA.
A NA When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet.

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct RKA VOR/DME and hold.

BOSTON CENTER
133.25 279.5

UNICOM
122.8 (CTAF) **L**

AWOS-3
118.275



ELEV 1027

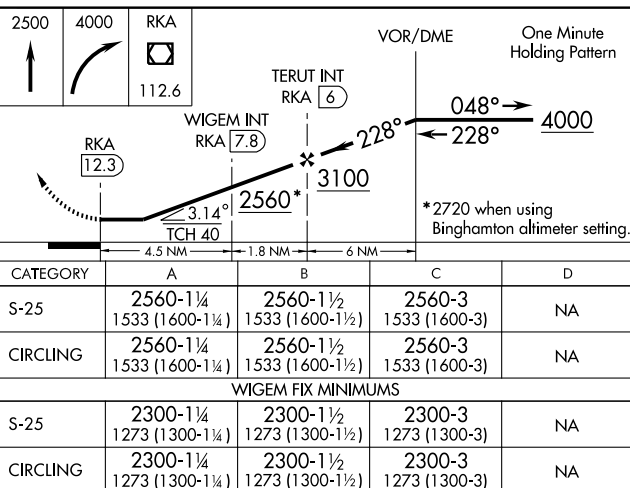
REIL Rwy 7 and 25 **L**
MIRL Rwy 7-25 **L**

228° 6.3 NM
from FAF\

1184 Δ

FAF to MAP 6.3 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |



SIDNEY, NEW YORK

Amdt 3 10042

SIDNEY MUNI (N23)

VOR RWY 25

42°18'N - 75°25'W

NE-2. 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

SKANEATELES AERO DROME (6B9) 2 SW UTC-5(-4DT) N42°54.84' W76°26.45'

NEW YORK

1038 B FUEL 100LL TPA-1838(800) NOTAM FILE BUF

L-32F

RWY 04-22: 3350X130 (TURF)

IAP

RWY 04: Trees. RWY 22: Trees.

RWY 10-28: H3134X58 (ASPH) S-9 MIRL (NSTD) 0.4% up W

RWY 10: Trees. RWY 28: Treeline.

AIRPORT REMARKS: Attended Oct-April Mon-Sat 1300-2200Z†,

May-Sept Mon-Sat 1300-2300Z†. Fuel avbl 24 hr self service credit card. Rwy 10-28 loose aggregate, potholes, eroded areas.

Two 55 ft power poles 70 ft either side centerline 700 ft from apch end Rwy 28. Rwy 04-22 avbl 15 May to 15 Oct. ACTIVATE

MIRL Rwy 10-28 and rotating bcn-CTAF. Rotating bcn OTS indef. Rwy 10-28 NSTD MIRL; lgts are 38 ft from pavement edge; no

thld lgts. Rwy 28 has 4 lgts out and 2 lgts very dim. One thld lgt is rotated 90° (red/green lens). Arpt light OTS indef. Rwy 10 has +3'

fence 20' from thld on both sides, +15' road 30' from thld on both sides and 4' fence 80' from thld on both sides. Rwy 04-22

and 10-28 have variations in rwy surface.

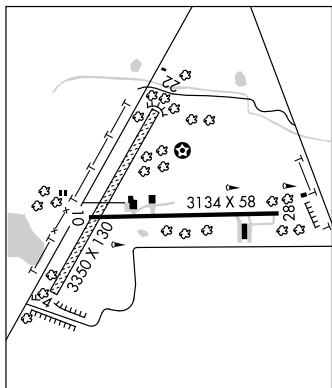
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ SYRACUSE APP/DEP CON 126.125

RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.

SYRACUSE (H) VORTACW 117.0 SYR Chan 117 N43°09.63'

W76°12.27' 226°18 NM to fld. 420/11W. HIWAS.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.**SKY ACRES** (See MILLBROOK)**SKY PARK** (See RED HOOK)**SMITE** N42°06.28' W75°53.47' NOTAM FILE BGM.

NDB (LOM) 332 BG 340° 7.4 NM to Greateringhamton/Edwin A Link Fld.

SOUTH ALBANY (See SOUTH BETHLEHEM)**SOUTH BETHLEHEM****SOUTH ALBANY** (4BØ) 2 N UTC-5(-4DT) N42°33.64' W73°50.04'

NEW YORK

196 FUEL 100LL TPA-996(800) NOTAM FILE BTV

L-32G, 33B, 34I

RWY 01-19: H2854X60 (ASPH) LIRL 0.4% up N

IAP

RWY 01: Thld dspcd 150'. Brush.

RWY 19: VASI(NSTD). Thld dspcd 124'. Road.

AIRPORT REMARKS: Attended Nov-Mar 1300-2100Z†, Apr-Oct 1100-0200Z†. Fuel avbl 24 hrs self service credit card only. Arpt CLOSED to acft over 12,500 pounds. Birds on and invof arpt. ACTIVATE LIRL Rwy 01-19 and windsock-CTAF.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ ALBANY APP/DEP CON 118.05

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

CAMBRIDGE (L) VORW/DME 115.0 CAM Chan 97 N42°59.66' W73°20.64' 234° 33.8 NM to fld.

1490/14W.

| | | | |
|--|------------------------|-----------------------------|---|
| VORTAC SYR <u>117.0</u> Chan 117 | APP CRS 226° | Rwy Idg TDZE Apt Elev | N/A N/A 1038 |
|--|------------------------|-----------------------------|---|

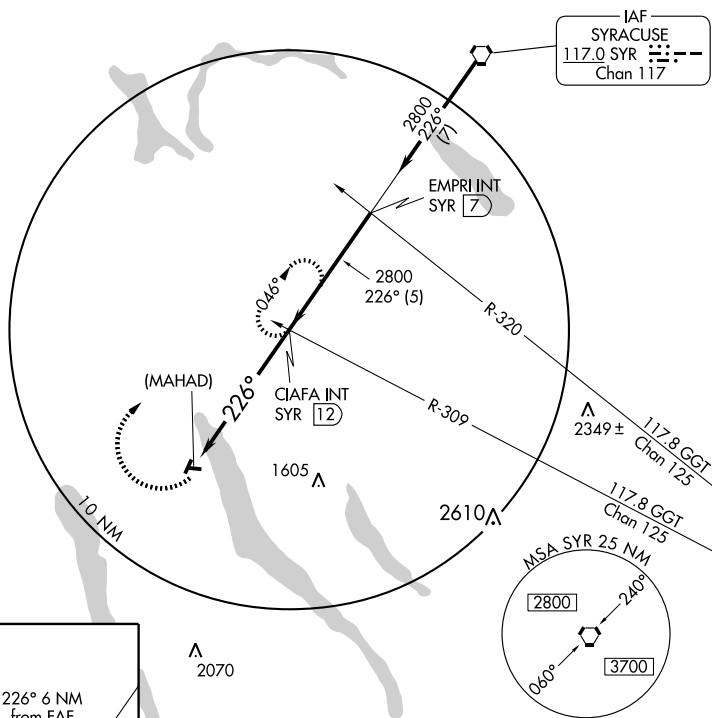
VOR or GPS-A
SKANEATELES AERO DROME (6B9)

T
A NA

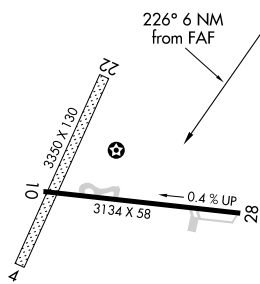
Use Syracuse altimeter setting.
Two 55' poles 70' either side
centerline 900' from AER 28.

MISSED APPROACH: Climbing right turn to 2800 via SYR R-226 to Ciafa Int 12 DME and hold.

SYRACUSE APP CON
126.125 269.125

UNICOM
122.8 (CTAF) **L**

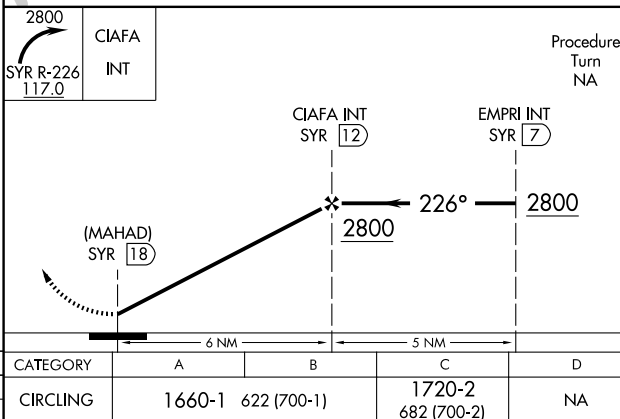
ELEV 1038

MIRL Rwy 10-28 **L**★

| FAF to MAP 6 NM | | | | | |
|-----------------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

SKANEATELES, NEW YORK

Orig-B 08101



SKANEATELES AERO DROME (6B9)

VOR or GPS-A

42°55'N - 76°26'W

SKANEATELES AERO DROME (6B9) 2 SW UTC-5(-4DT) N42°54.84' W76°26.45'

NEW YORK

1038 B FUEL 100LL TPA-1838(800) NOTAM FILE BUF

L-32F

RWY 04-22: 3350X130 (TURF)

IAP

RWY 04: Trees. RWY 22: Trees.

RWY 10-28: H3134X58 (ASPH) S-9 MIRL (NSTD) 0.4% up W

RWY 10: Trees. RWY 28: Treeline.

AIRPORT REMARKS: Attended Oct-April Mon-Sat 1300-2200Z†,

May-Sept Mon-Sat 1300-2300Z†. Fuel avbl 24 hr self service credit card. Rwy 10-28 loose aggregate, potholes, eroded areas.

Two 55 ft power poles 70 ft either side centerline 700 ft from apch end Rwy 28. Rwy 04-22 avbl 15 May to 15 Oct. ACTIVATE MIRL Rwy 10-28 and rotating bcn-CTAF. Rotating bcn OTS indef.

Rwy 10-28 NSTD MIRL; lgts are 38 ft from pavement edge; no thld lgts. Rwy 28 has 4 lgts out and 2 lgts very dim. One thld lgt is rotated 90° (red/green lens). Arpt light OTS indef. Rwy 10 has +3' fence 20' from thld on both sides, +15' road 30' from thld on both sides and 4' fence 80' from thld on both sides. Rwy 04-22 and 10-28 have variations in rwy surface.

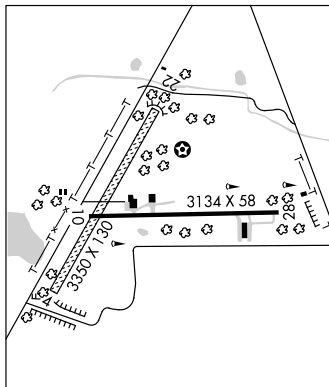
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ SYRACUSE APP/DEP CON 126.125

RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.

SYRACUSE (H) VORTACW 117.0 SYR Chan 117 N43°09.63'

W76°12.27' 226°18 NM to fld. 420/11W. HIWAS.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.**SKY ACRES** (See MILLBROOK)**SKY PARK** (See RED HOOK)**SMITE** N42°06.28' W75°53.47' NOTAM FILE BGM.

NDB (LOM) 332 BG 340° 7.4 NM to Greateringhamton/Edwin A Link Fld.

SOUTH ALBANY (See SOUTH BETHLEHEM)**SOUTH BETHLEHEM****SOUTH ALBANY** (4BØ) 2 N UTC-5(-4DT) N42°33.64' W73°50.04'

NEW YORK

196 FUEL 100LL TPA-996(800) NOTAM FILE BTV

L-32G, 33B, 34I

RWY 01-19: H2854X60 (ASPH) LIRL 0.4% up N

IAP

RWY 01: Thld dspcd 150'. Brush.

RWY 19: VASI(NSTD). Thld dspcd 124'. Road.

AIRPORT REMARKS: Attended Nov-Mar 1300-2100Z†, Apr-Oct 1100-0200Z†. Fuel avbl 24 hrs self service credit card only. Arpt CLOSED to acft over 12,500 pounds. Birds on and invof arpt. ACTIVATE LIRL Rwy 01-19 and windsock-CTAF.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ ALBANY APP/DEP CON 118.05

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

CAMBRIDGE (L) VORW/DME 115.0 CAM Chan 97 N42°59.66' W73°20.64' 234° 33.8 NM to fld.

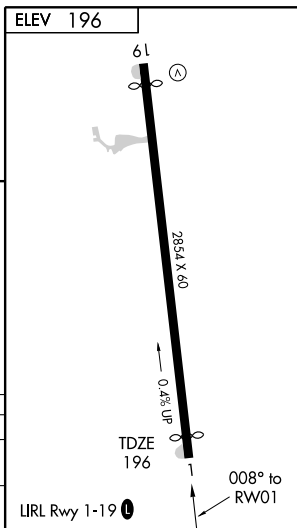
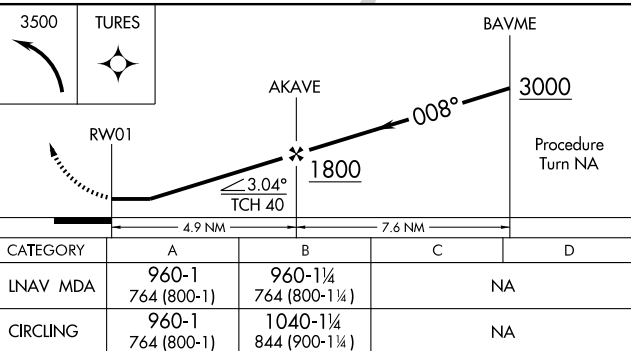
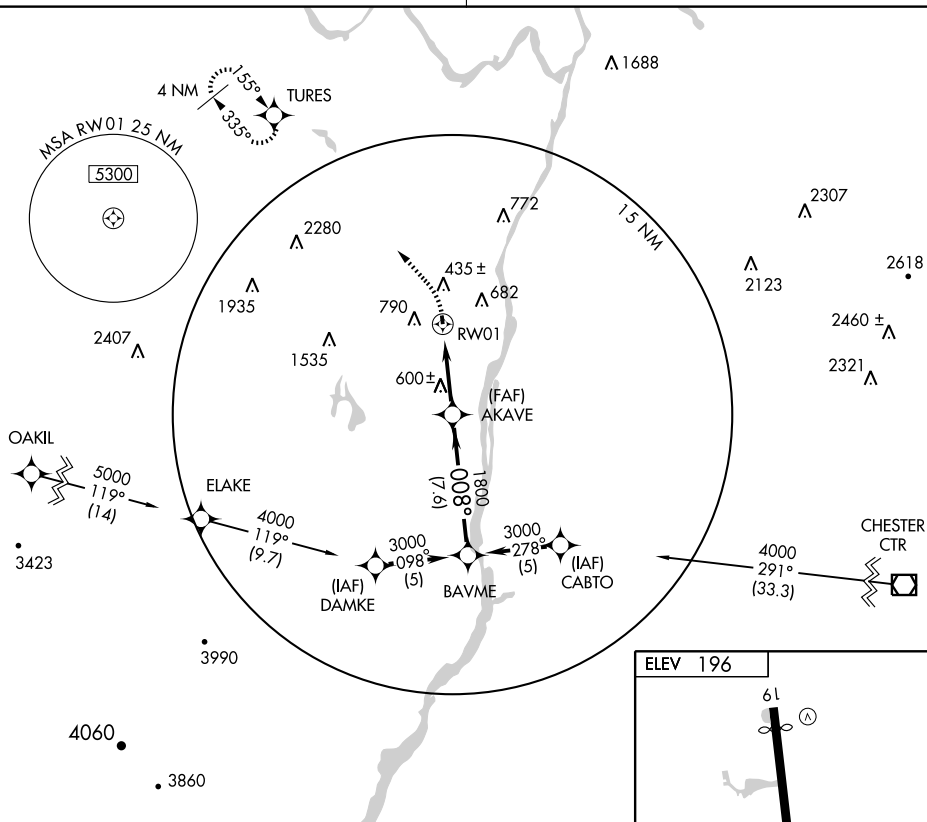
1490/14W.

APP CRS
008°Rwy Idg **2704**
TDZE **196**
Apt Elev **196****RNAV (GPS) RWY 1**

SOUTH BETHLEHEM / SOUTH ALBANY (4BØ)

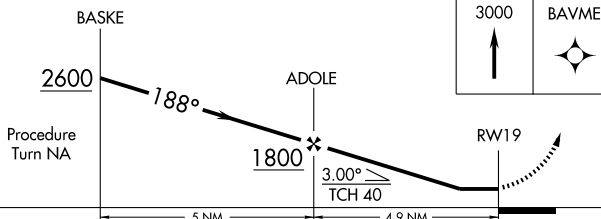
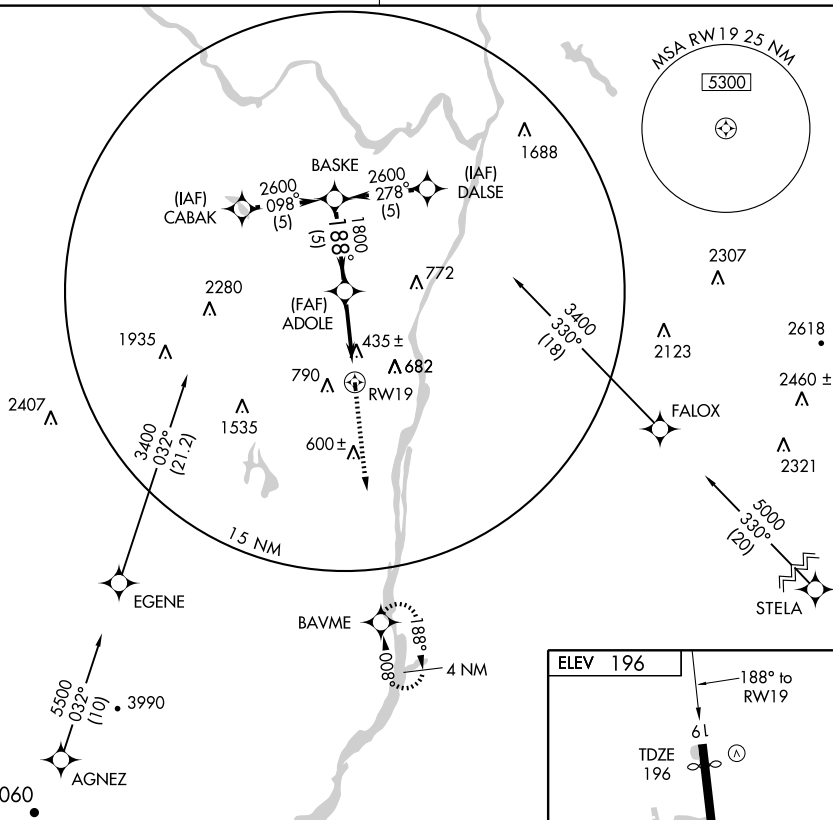


NA

Use Albany Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.MISSED APPROACH: Climbing left turn
to 3500 direct TURES WP and hold.ALBANY APP CON
118.05 263.075UNICOM
123.0 (CTAF) Ø

RNAV (GPS) RWY 19

SOUTH BETHLEHEM / SOUTH ALBANY (4B0)

APP CRS
188°Rwy Idg **2730**
TDZE **196**
Apt Elev **196**Use Albany Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.MISSED APPROACH: Climb to 3000 direct
BAVME WP and hold.ALBANY APP CON
118.05 263.075UNICOM
123.0 (CTAF) 0

| CATEGORY | A | B | C | D |
|-----------|----------------------|-------------------------|----|----|
| LNNAV MDA | 740-1 | 544 (600-1) | NA | NA |
| CIRCLING | 840-1 644 (700-1) | 1040-1¼ 844 (900-1¼) | NA | NA |

ELEV 196

188° to
RWY 19

TDZE 196

2854 X 60

0.4% UP

1

SOUTHAMPTON HELIPORT (87N) 4 SW UTC-5(-4DT) N40°50.84' W72°27.84'

5 NOTAM FILE ISP

HELIPAD H1: H44X44 (ASPH)

HELIPORT REMARKS: Attended continuously. Noise sensitive area due to houses nearby. No idling or waiting on helipad permitted.

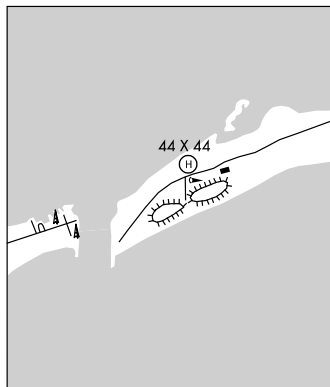
COMMUNICATIONS: CTAF 122.9

NEW YORK APP/DEP CON 125.975

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

HAMPTON (H) VORTAC 113.6 HTO Chan 83 N40° 55.14' W72° 19.00' 250° 8.0 NM to fld. 22/13W. HIWAS.

NEW YORK
COPTER
L-33C, 341
IAP



SPADARO (See EAST MORICHES)

SPENCERPORT AIRPARK (D91) 2 S UTC-5(-4DT) N43°10.17' W77°49.10'

DETROIT

614 NOTAM FILE BUF

RWY E-W: 2450X90 (TURF) LIRL (NSTD)

RWY E: Trees.

RWY W: Trees.

AIRPORT REMARKS: Attended irregularly. Rwy lgts opr dusk-0200Z±. Rwy E-W soft in winter. For rwy conditions call 585-338-7676 or 585-352-1930. Rwy E-W NSTD LIRL; only 4 thld lgts each rwy end; 1 red; 3 clear; no green thld lgts; spacing varies.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

SQUIR N40°54.27' W72°33.39' NOTAM FILE FOK.

NDB (LOM) 400 FO 236° 5 NM to Francis S Gabreski. LOM unmonitored.

Unusable 251°-280° byd 7 NM, 281°-250° byd 10 NM.

STAATSBURG

AIRHAVEN (Ø9N) 3 SE UTC-5(-4DT) N41°49.96' W73°52.57'

NEW YORK

450 S4 NOTAM FILE ISP

RWY 02-20: 1863X75 (TURF)

RWY 02: Tree.

RWY 20: Trees.

AIRPORT REMARKS: Unattended. Rwy not plowed in winter. Rwy 02-20 2 ft pvc reflective markers, blue markers at thld, all others along edges are white. Steep grades and drop-offs located in Rwy 02 safety area.

COMMUNICATIONS: CTAF 122.9

STEWART INTL (See NEWBURGH)

| | | |
|------------------------|-------------------------------------|-------------------------------------|
| APP CRS 190° | Rwy Idg Surface Elev Apt Elev | N/A 39 5 |
|------------------------|-------------------------------------|-------------------------------------|

COPTER RNAV (GPS) 190°

SOUTHAMPTON HELIPORT (87N)

NA Procedure NA at night. DME/DME RNP-0.3 NA.
Use Westhampton Beach altimeter setting, when not received,
use New Haven altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn
to 2000 direct BEADS and hold.

WESTHAMPTON BEACH ASOS
119.925

NEW YORK APP CON
125.975

CTAF
122.9

Procedure NA for arrivals at CCC VOR/DME
via V16 southwest bound.

CALVERTON
CCC

1700
096°
(14.9)

824

Proceed visually from CRANN
or conduct the specified
missed approach.

(IF/IAF)
TIDUE

(FAF)
STAYS

(MAP)
CRANN

Δ 265
Δ 420

SEE INSET

5 NM

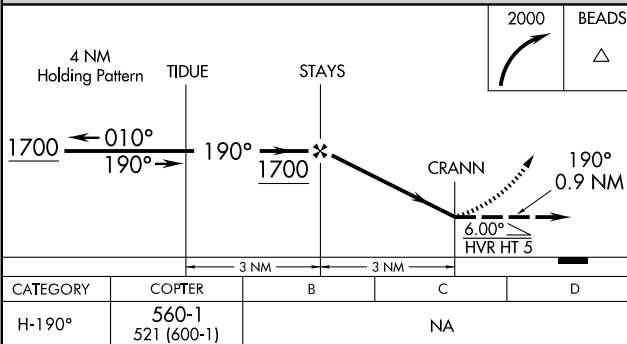
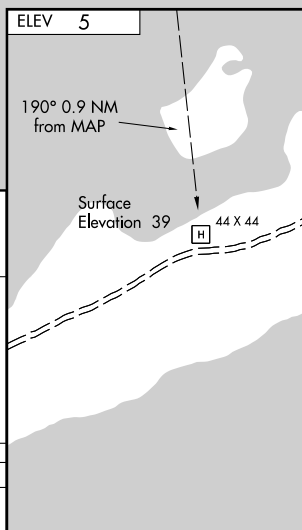
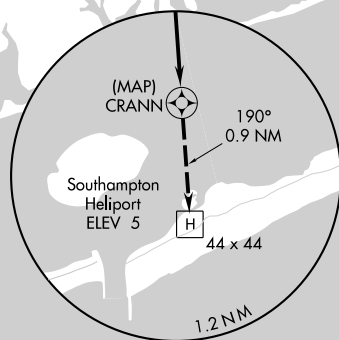
056°
236°

BEADS

Limit final and missed approach
maximum airspeed to 70 KIAS.

MSA CRANN 25 NM

1900



STORMVILLE (N69) 1 NE UTC-5(-4DT) N41°34.61' W73°43.97'

358 NOTAM FILE ISP

RWY 06-24: H3315X50 (ASPH) S-25 0.8% up NE

RWY 06: Trees. **RWY 24:** Trees.

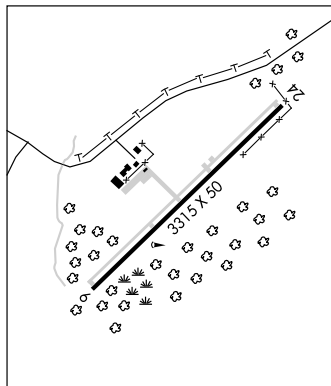
AIRPORT REMARKS: Unattended. Geese on and in ovf rwy Aug-Oct. Rwy 06-24 wide cracks and weeds on rwy. Rwy 06-24 not plowed. Various materials may be next to rwy ends after flea markets. Rwy 06-24 markings faded and difficult to see from ground.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **NEW YORK APP/DEP CON** 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93' W73°49.33' 155° 6.7 NM to fld. 580/12W. **HIWAS.**



NEW YORK
L-33B, 34I
IAP

SUFFOLK CO N40°50.27' W72°37.91' NOTAM FILE FOK.

(T) **TACAN** Chan 47 FOK (111.0) at Francis S Gabreski. 50/13W. Unmonitored when twr closed. No NOTAM MP Mon 1600-2000Z†.

NEW YORK
L-33B, 34I

SULLIVAN CO (See MONTICELLO)

SYRACUSE

SYRACUSE HANCOCK INTL (SYR) 4 NE UTC-5(-4DT) N43°06.67' W76°06.38'

421 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index C

NOTAM FILE SYR

RWY 10-28: H9003X150 (ASPH-GRVD) S-115, D-156, 2D-257

PCN 121 F/B/W/T HIRL CL

RWY 10: MALSR. VASI(V4L)—GA 3.0° TCH 55'. Trees.

RWY 28: ALSF2. TDZL. Trees. 0.3% up.

RWY 15-33: H7500X150 (ASPH-GRVD) S-115, D-156, 2D-257

PCN 143 F/B/W/T HIRL CL

RWY 15: MALSR. VASI(V4L)—GA 3.0° TCH 53'. Tree.

RWY 33: PAPI(P4L)—GA 3.0° TCH 50'. Tree.

LAND AND HOLD SHORT OPERATIONS

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---------------|------------------|-----------|
| RWY 10 | 15-33 | 7700 |
| RWY 15 | 10-28 | 6000 |

AIRPORT REMARKS: Attended continuously. No charter operations through passenger terminal building without prior permission. No jet engine maintenance runs abv idle between 0400-1100Z†. No transient acft parking on main terminal ramp. Deer/coyote/birds on and in ovf arpt. Rwy 10 RVR touchdown, midpoint and rollout avbl. Rwy 28 RVR touchdown, midpoint and rollout avbl. Rwy 33 RVR touchdown avbl. Rwy 28 touchdown RVR also used for Rwy 33. Direct custom notification is required. Hours of notification are Mon-Sat 1300-2200Z†. Arrivals outside of these hours must make arrangements during regular work hours; call 315-455-2271. Noise abatement procedures in effect.

WEATHER DATA SOURCES: ASOS (315) 455-3444. **HIWAS** 117.0 SYR. WSP.

COMMUNICATIONS: ATIS 124.225 UNICOM 122.95

Ⓡ **APP/DEP CON** 134.275 (279°-099°) 126.125 (100°-278°)

TOWER 120.3 **GND CON** 121.7 **CLNC DEL** 125.05

AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.

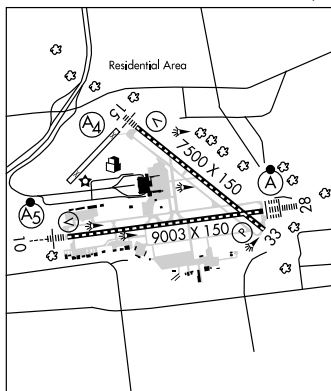
(H) **VORTACW** 117.0 SYR Chan 117 N43°09.63' W76°12.27' 135° 5.2 NM to fld. 420/11W. **HIWAS.**

DME unusable byd 35 NM blo 4000'

ILS/DME 109.9 I-MRZ Chan 36 Rwy 10. Class 1A.

ILS/DME 109.9 I-SYR Chan 36 Rwy 28. Class 11E.

COMM/NAV/WEATHER REMARKS: Field condition reports recording avbl call 315-455-3444.



NEW YORK
H-11C, 12I, L-32F
IAP, AD

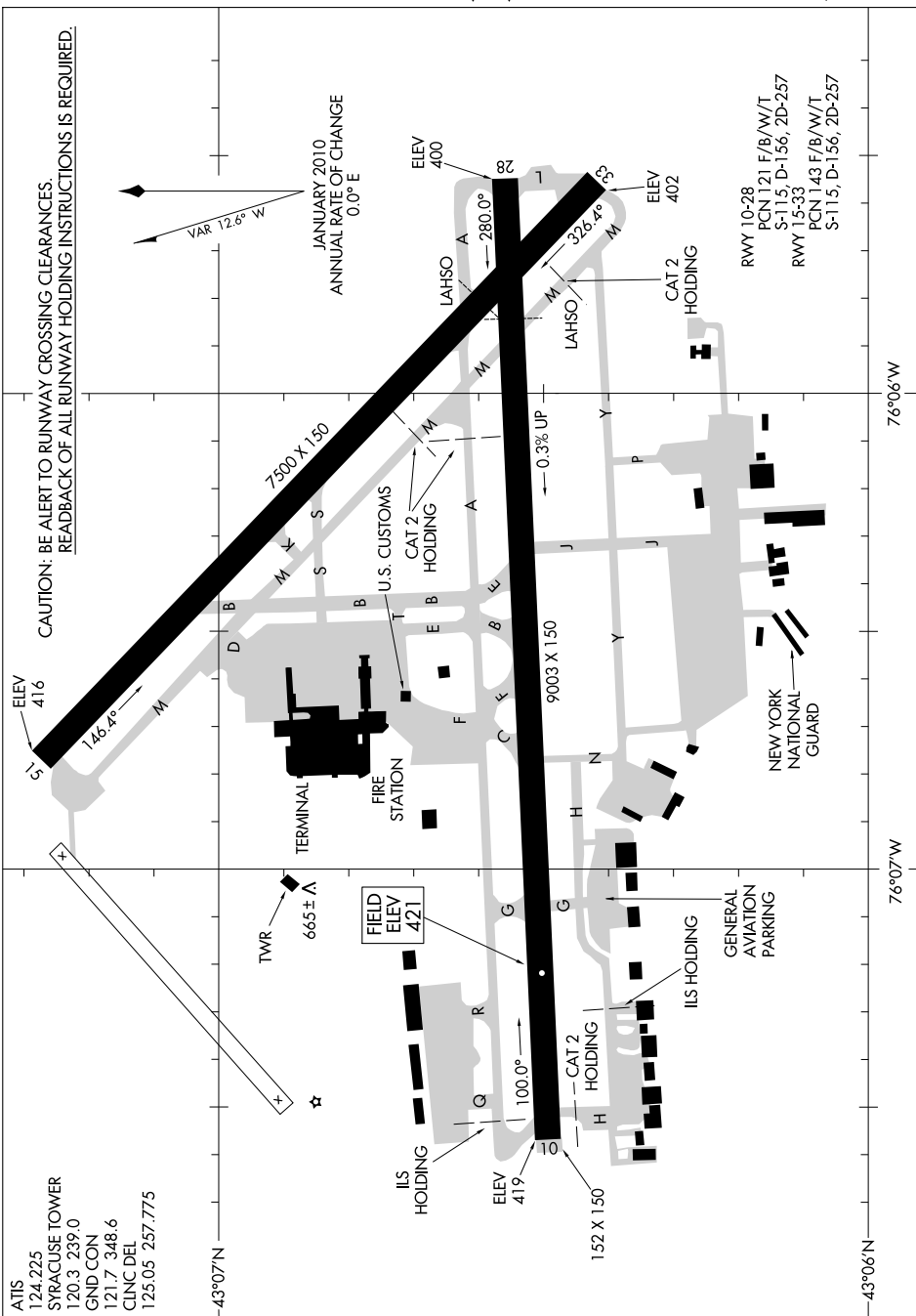
AIRPORT DIAGRAM

AL-411 (FAA)

SYRACUSE HANCOCK INTL (SYR)

SYRACUSE, NEW YORK

NE-2, 23 SEP 2010 to 21 OCT 2010



NE-2, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

SYRACUSE, NEW YORK
SYRACUSE HANCOCK INTL (SYR)

STORMVILLE (N69) 1 NE UTC-5(-4DT) N41°34.61' W73°43.97'

358 NOTAM FILE ISP

RWY 06-24: H3315X50 (ASPH) S-25 0.8% up NE

RWY 06: Trees. **RWY 24:** Trees.

AIRPORT REMARKS: Unattended. Geese on and in/ovf rwy Aug-Oct. Rwy 06-24 wide cracks and weeds on rwy. Rwy 06-24 not plowed. Various materials may be next to rwy ends after flea markets. Rwy 06-24 markings faded and difficult to see from ground.

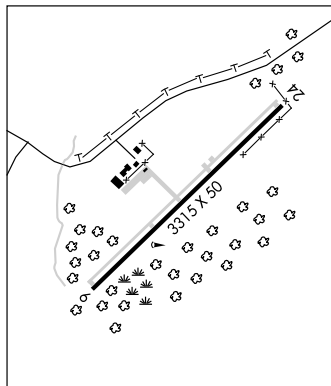
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **NEW YORK APP/DEP CON** 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93'

W73°49.33' 155° 6.7 NM to fld. 580/12W. **HIWAS.**



NEW YORK
L-33B, 34I
IAP

SUFFOLK CO N40°50.27' W72°37.91' NOTAM FILE FOK.

(T) **TACAN** Chan 47 FOK (111.0) at Francis S Gabreski. 50/13W. Unmonitored when twr closed.

No NOTAM MP Mon 1600-2000Z†.

NEW YORK
L-33B, 34I

SULLIVAN CO (See MONTICELLO)

SYRACUSE

SYRACUSE HANCOCK INTL (SYR) 4 NE UTC-5(-4DT) N43°06.67' W76°06.38'

421 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index C

NOTAM FILE SYR

RWY 10-28: H9003X150 (ASPH-GRVD) S-115, D-156, 2D-257

PCN 121 F/B/W/T HIRL CL

RWY 10: MALSR. VASI(V4L)—GA 3.0°TCH 55'. Trees.

RWY 28: ALSF2. TDZL. Trees. 0.3% up.

RWY 15-33: H7500X150 (ASPH-GRVD) S-115, D-156, 2D-257

PCN 143 F/B/W/T HIRL CL

RWY 15: MALSR. VASI(V4L)—GA 3.0°TCH 53'. Tree.

RWY 33: PAPI(P4L)—GA 3.0° TCH 50'. Tree.

LAND AND HOLD SHORT OPERATIONS

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---------------|------------------|-----------|
| RWY 10 | 15-33 | 7700 |
| RWY 15 | 10-28 | 6000 |

AIRPORT REMARKS: Attended continuously. No charter operations

through passenger terminal building without prior permission. No jet engine maintenance runs abv idle between 0400-1100Z†. No transient acft parking on main terminal ramp. Deer/coyote/birds on and in/ovf arpt. Rwy 10 RVR touchdown, midpoint and rollout avbl. Rwy 28 RVR touchdown, midpoint and rollout avbl. Rwy 33 RVR touchdown avbl. Rwy 28 touchdown RVR also used for Rwy 33. Direct custom notification is required. Hours of notification are Mon-Sat 1300-2200Z†. Arrivals outside of these hours must make arrangements during regular work hours; call 315-455-2271. Noise abatement procedures in effect.

WEATHER DATA SOURCES: ASOS (315) 455-3444. **HIWAS** 117.0 SYR. WSP.

COMMUNICATIONS: ATIS 124.225 UNICOM 122.95

Ⓡ **APP/DEP CON** 134.275 (279°-099°) 126.125 (100°-278°)

TOWER 120.3 **GND CON** 121.7 **CLNC DEL** 125.05

AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.

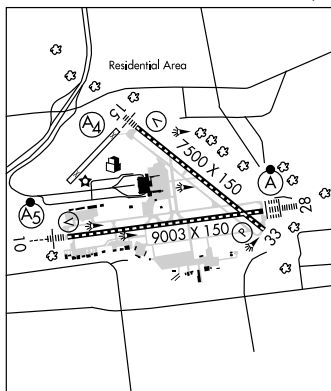
(H) **VORTACW** 117.0 SYR Chan 117 N43°09.63' W76°12.27' 135° 5.2 NM to fld. 420/11W. **HIWAS.**

DME unusable byd 35 NM blo 4000'

ILS/DME 109.9 I-MRZ Chan 36 Rwy 10. Class 1A.

ILS/DME 109.9 I-SYR Chan 36 Rwy 28. Class 11E.

COMM/NAV/WEATHER REMARKS: Field condition reports recording avbl call 315-455-3444.



NEW YORK
H-11C, 12I, L-32F
IAP, AD

| | | | |
|---|------------------------|-----------------------------|---|
| LOC/DME I-MRZ 109.9 Chan 36 | APP CRS 100° | Rwy Idg TDZE Apt Elev | 9003 421 421 |
|---|------------------------|-----------------------------|---|

ILS or LOC RWY 10

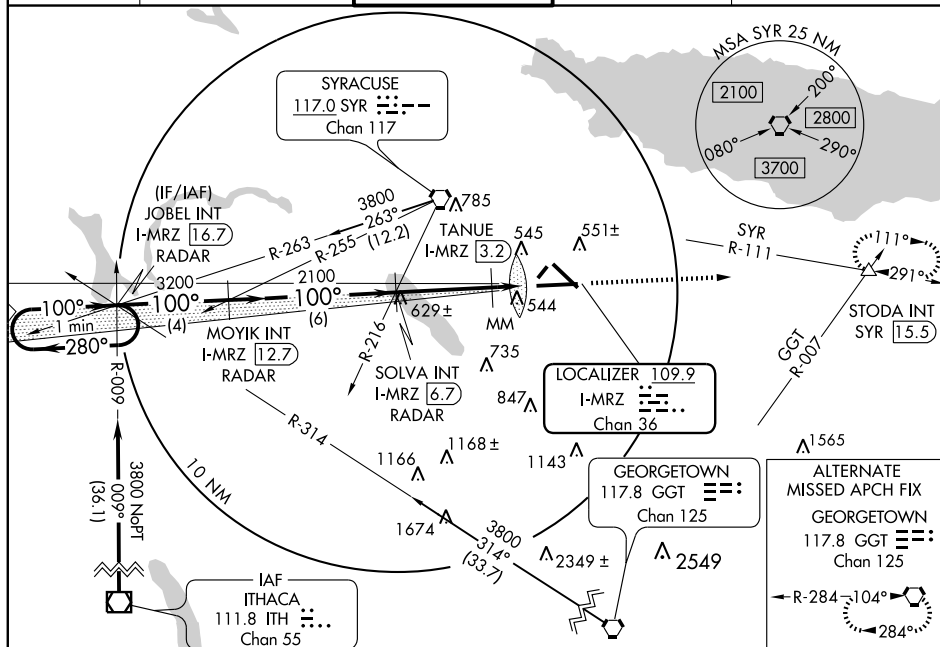
SYRACUSE HANCOCK INTL (SYR)

For inoperative MALS, increase S-LOC 10 Cat E visibility to 1½ miles and TANUE fix minimums S-LOC Cat E visibility to RVR 6000.
**RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 3000 via SYR VORTAC R-111 to STODA Int/SYR 15.5 DME and hold.

| | | | | |
|------------------------|--|--------------------------------------|-------------------------------|-----------------------------------|
| ATIS 124.225 | SYRACUSE APP CON 134.275 279.6 | SYRACUSE TOWER 120.3 239.0 | GND CON 121.7 348.6 | CLNC DEL 125.05 257.775 |
|------------------------|--|--------------------------------------|-------------------------------|-----------------------------------|



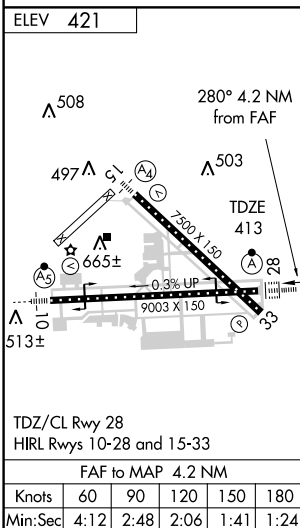
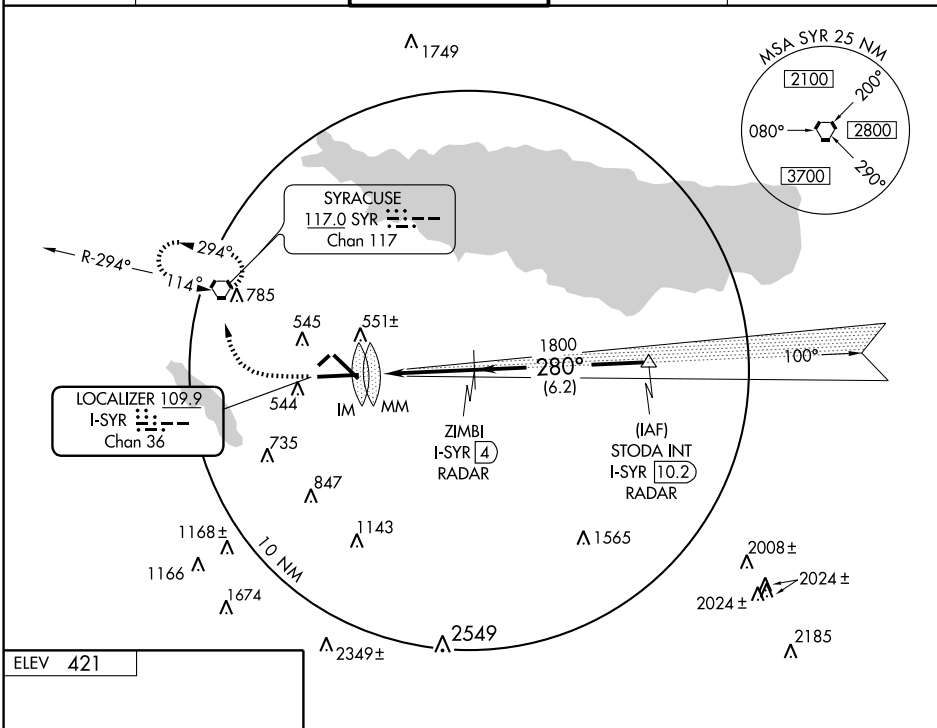
| | | | | | | | | |
|----------------------------|-----------------------|------------------------------|------------------------------|-----------------------------|----------------------|-----------------|-------|----------|
| One Minute Holding Pattern | | JOBEL INT I-MRZ [16.7] RADAR | MOYIK INT I-MRZ [12.7] RADAR | SOLVA INT I-MRZ [6.7] RADAR | TANUE I-MRZ [3.2] MM | SYR R-111 117.0 | STODA | ELEV 421 |
| 3800 ← 280° 100° → | | 3200 | 2100 | 2100 | *840 | *LOC only | | |
| GS 3.00° TCH 55 | | 4 NM | 6 NM | 3.4 NM | 1.1 | 0.5 | | |
| CATEGORY | A | B | C | D | E | | | |
| S-ILS 10 | ** 621/24 200 (200-½) | | | | | | | |
| S-LOC 10 | 840/24 | 419 (500-½) | 840/40 | 419 (500-¾) | 840/50 | 419 (500-1) | | |
| CIRCLING | 880-1 | 459 (500-1) | 900-1½ | 980-2 | 1200-2¾ | 779 (800-2¾) | | |
| TANUE FIX MINIMUMS | | | | | | | | |
| S-LOC 10 | 780/24 | 359 (400-½) | 780/40 | 359 (400-¾) | | | | |
| CIRCLING | 880-1 | 459 (500-1) | 900-1½ | 980-2 | 1200-2¾ | 779 (800-2¾) | | |
| TDZ/CL Rwy 28 | | | | | | | | |
| HIRL Rwy 10-28 and 15-33 | | | | | | | | |
| FAF to MAP 5 NM | | | | | | | | |
| Knots | | 60 | 90 | 120 | 150 | 180 | | |
| Min:Sec | | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 | | |

| | | | |
|---|------------------------|-----------------------------|---|
| LOC/DME I-SYR 109.9 Chan 36 | APP CRS 280° | Rwy Idg TDZE Apt Elev | 9003 413 421 |
|---|------------------------|-----------------------------|---|

ILS RWY 28

SYRACUSE HANCOCK INTL (SYR)

| | | | | |
|-------------------------|--|--------------------------------------|---|-----------------------------------|
| * RADAR or DME REQUIRED | | ALSIF-2 | MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold. | |
| ATIS 124.225 | SYRACUSE APP CON 134.275 279.6 | SYRACUSE TOWER 120.3 239.0 | GND CON 121.7 348.6 | CLNC DEL 125.05 257.775 |



| | | | | | |
|------------|--------------------|---------------------|--------|---------------------|----------------------------|
| ELEV 421 | | 1100 | 3000 | SYR | STODA INT I-SYR 10.2 RADAR |
| | | | | 117.0 | |
| | | I-SYR 0.2 | MM | ZIMBI I-SYR 4 RADAR | 2700 |
| | | IM | 1800 | 1800 | Procedure Turn NA |
| | | 0.2 0.3 | 3.7 NM | 6.2 NM | GS 3.00° TCH 60 |
| CATEGORY | A | B | C | D | |
| S-ILS 28 | 613/18 200 (200-½) | | | | |
| S-LOC 28 * | 800/24 387 (400-½) | | | 800/40 387 (400-¾) | |
| CIRCLING | 880-1 459 (500-1) | 900-1½ 479 (500-1½) | | 980-2 559 (600-2) | |

| | | | |
|---|------------------------|-----------------------------|---|
| LOC/DME I-SYR 109.9 Chan 36 | APP CRS 280° | Rwy Idg TDZE Apt Elev | 9003 413 421 |
|---|------------------------|-----------------------------|---|

ILS RWY 28 (CAT II)

SYRACUSE HANCOCK INTL (SYR)

ALSF-2



MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold.

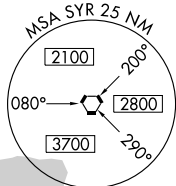
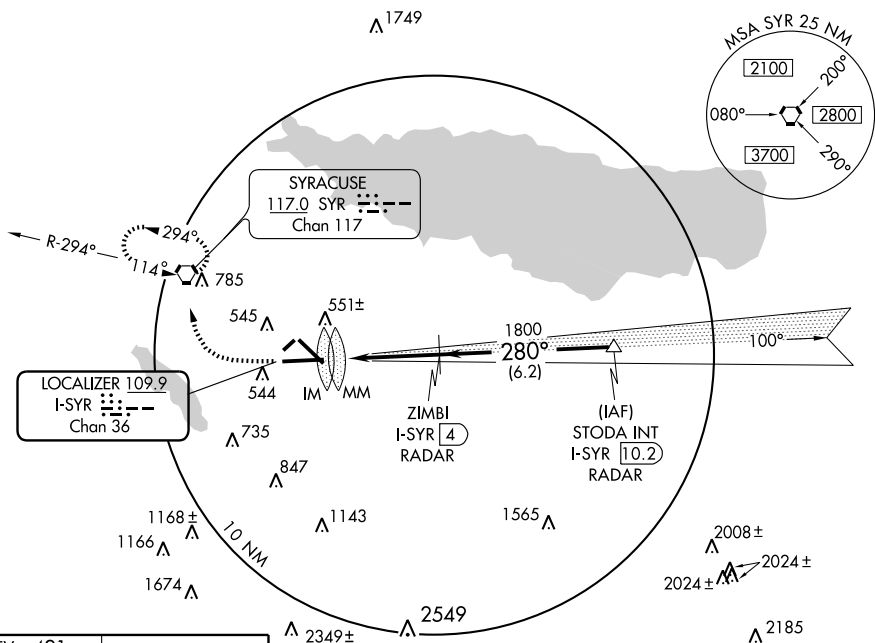
ATIS
124.225

SYRACUSE APP CON
134.275 279.6

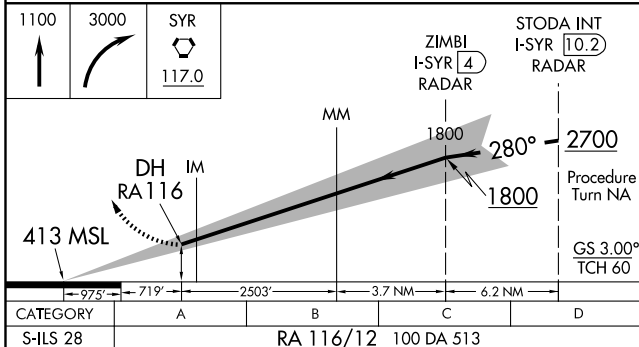
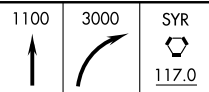
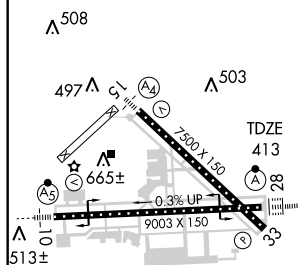
SYRACUSE TOWER
120.3 239.0

GND CON
121.7 348.6

CLNC DEL
125.05 257.775



ELEV 421



| CATEGORY | A | B | C | D |
|----------|-----------|------------|---|---|
| S-ILS 28 | RA 116/12 | 100 DA 513 | | |

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

| CITY/AIRPORT | LDG RWY | HOLD-SHORT POINT | MEASURED DISTANCE |
|------------------------------|---------|------------------|-------------------|
| ALBANY, NY | | | |
| ALBANY INTL (ALB) | 01 | 10-28 | 4,150 feet |
| | 28 | 01-19 | 3,750 feet |
| ATLANTIC CITY, NJ | | | |
| ATLANTIC CITY INTL (ACY) | 04 | 13-31 | 3,550 feet |
| | 13 | 04-22 | 3,600 feet |
| | 31 | 04-22 | 5,750 feet |
| ELMIRA, NY | | | |
| ELMIRA/CORNING RGNL (ELM) | 24 | 10-28 | 4,750 feet |
| | 28 | 06-24 | 3,050 feet |
| FARMINGDALE, NY | | | |
| REPUBLIC (FRG) | 32 | 01-19 | 3,650 feet |
| ISLIP, NY | | | |
| LONG ISLAND MAC ARTHUR (ISP) | 06 | 15R-33L | 4,200 feet |
| | 10 | 15R-33L | 3,000 feet |
| | 15R | 10-28 | 4,600 feet |
| | 24 | 10-28 | 4,600 feet |
| | 28 | 06-24 | 4,500 feet |
| NEW YORK, NY | | | |
| LA GUARDIA (LGA) | 04 | 13-31 | 4,600 feet |
| | 31 | 04-22 | 5,500 feet |
| NEWARK, NJ | | | |
| NEWARK LIBERTY INTL (EWR) | 11 | 04R-22L | 5,700 feet |
| | 04L | 11-29 | 7,750 feet |
| | 04R | 11-29 | 8,100 feet |
| POUGHKEEPSIE, NY | | | |
| DUTCHESS COUNTY (POU) | 06 | 15-33 | 3,150 feet |
| SYRACUSE, NY | | | |
| SYRACUSE HANCOCK INTL (SYR) | 10 | 15-33 | 7,700 feet |
| | 15 | 10-28 | 6,000 feet |
| TETERBORO, NJ | | | |
| TETERBORO (TEB) | 01 | 06-24 | 4,550 feet |
| | 06 | 01-19 | 3,750 feet |
| WHITE PLAINS, NY | | | |
| WESTCHESTER COUNTY (HPN) | 11 | 16-34 | 2,500 feet |
| | 16 | 11-29 | 4,000 feet |

| | | |
|--|------------------------|---|
| WAAS CH 40017 W10A | APP CRS 100° | Rwy Idg 9003 TDZE 421 Apt Elev 421 |
|--|------------------------|---|

RNAV (GPS) RWY 10
SYRACUSE HANCOCK INTL (SYR)

SYRACUSE HANCOCK INTL (SYR)



DME/DME RNP-0.3 NA. Baro-VNAV NA below -1.5°C (5°F).
For inoperative MALSR, increase LPV visibility all Cats to RVR 5000.
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.



MISSED APPROACH:
Climb to 3000 direct
STODA and hold.

ATIS
124,225

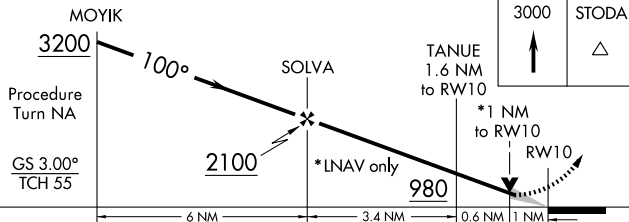
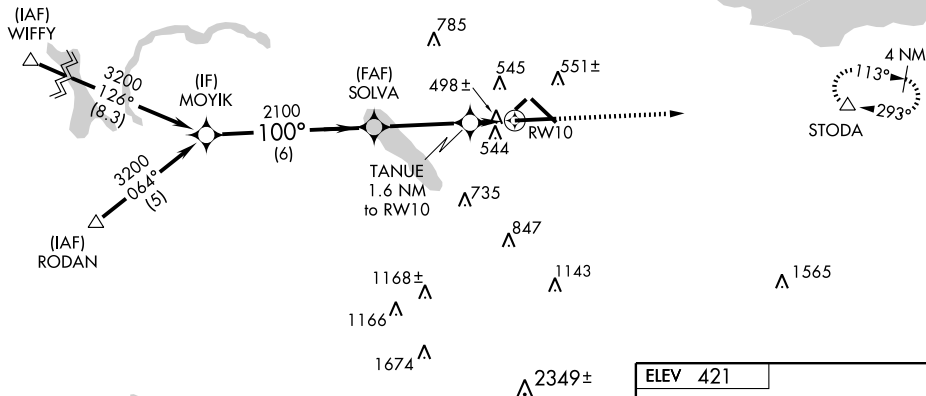
SYRACUSE APP CON
134,275 279.6

SYRACUSE TOWER
120.3 239.0

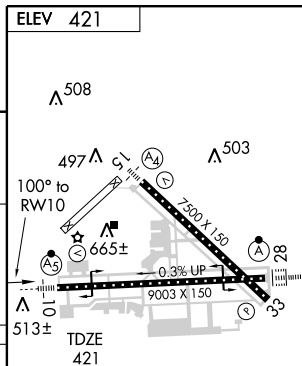
GND CON
121.7 348.6

CLNC DEL
125.05 257,775

Procedure NA for arrivals at RODAN
via V84 westbound and arrivals at WIFFY
via V2 westbound.



| CATEGORY | A | B | C | D |
|------------------|--------|--------------|------------------------|-----------------------|
| LPV DA | | 722/24 | 301 (400-½) | |
| LNAV/ VNAV DA | | 823/50 | 402 (500-1) | |
| LNAV MDA | | 800/24 | 379 (400-½) | 800/50 379 (400-1) |
| CIRCLING | 880-1½ | 459 (500-1½) | 900-1½ 479 (500-1½) | 980-2 559 (600-2) |



TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

SYRACUSE, NEW YORK

Amdt 1 09351

43°07'N - 76°06'W

SYRACUSE HANCOCK INTL (SYR)

RNAV (GPS) RWY 10

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

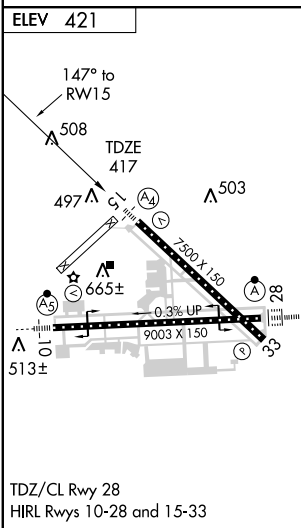
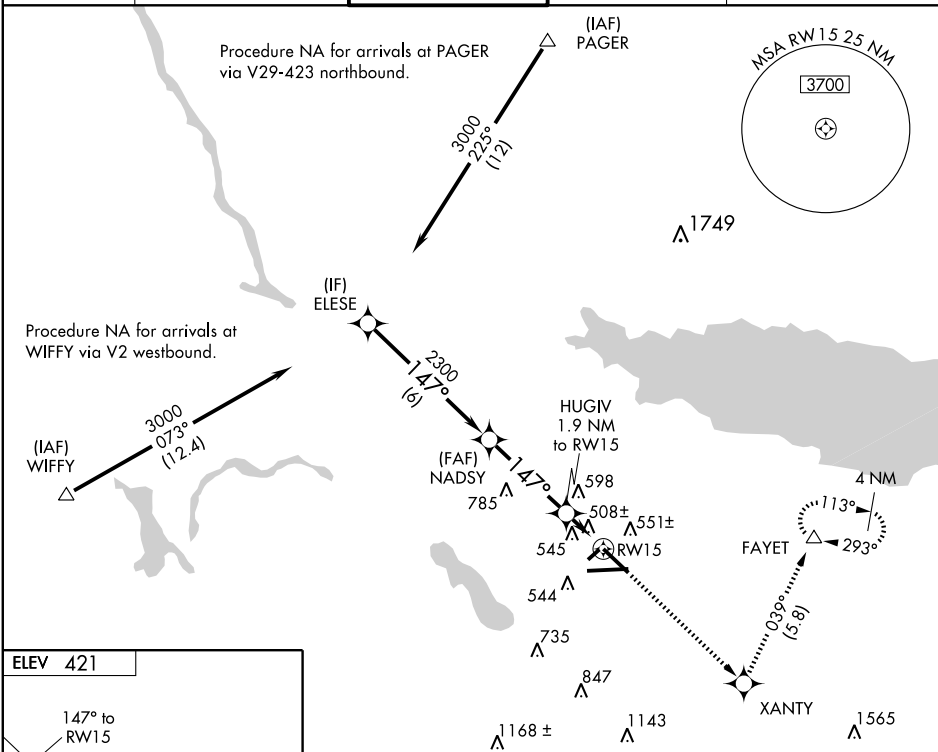
| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 50117 W15A | APP CRS 147° | Rwy Idg TDZE Apt Elev | 7500 417 421 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 15

SYRACUSE HANCOCK INTL (SYR)

| | | |
|--|--------------|--|
| Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C. | MALS MALS | MISSED APPROACH: Climb to 3000 direct XANTY and left turn via 039° track to FAYET and hold. |
|--|--------------|--|

| | | | | |
|------------------------|--|--------------------------------------|-------------------------------|-----------------------------------|
| ATIS 124.225 | SYRACUSE APP CON 134.275 279.6 | SYRACUSE TOWER 120.3 239.0 | GND CON 121.7 348.6 | CLNC DEL 125.05 257.775 |
|------------------------|--|--------------------------------------|-------------------------------|-----------------------------------|



| | | | | | | | |
|-------------------|----------|-------------|--------------|--------------|--------|----------------------|------|
| ELESE | 3000 | 147° | NADSY | 2300 | 1060 | HUGIV 1.9 NM to RW15 | RW15 |
| Procedure Turn NA | GS 3.00° | TCH 53 | 6 NM | 3.8 NM | 1.9 NM | | |
| CATEGORY | A | B | C | D | | | |
| LPV DA | | 735-1 | 318 (400-1) | | | | |
| LNAV/VNAV DA | | 825-1½ | 408 (500-1½) | | | | |
| LNAV MDA | 900-¾ | 483 (500-¾) | 900-1¼ | 483 (500-1¼) | 900-1½ | 483 (500-1½) | |
| CIRCLING | | 900-1½ | 479 (500-1½) | | 980-2 | 559 (600-2) | |

| | | | |
|--|------------------------|---|---|
| WAAS CH 45517 W28A | APP CRS 281° | Rwy Idg TDZE 413 Apt Elev 421 | 9003 413 421 |
|--|------------------------|---|---|

RNAV (GPS) RWY 28

SYRACUSE HANCOCK INTL (SYR)

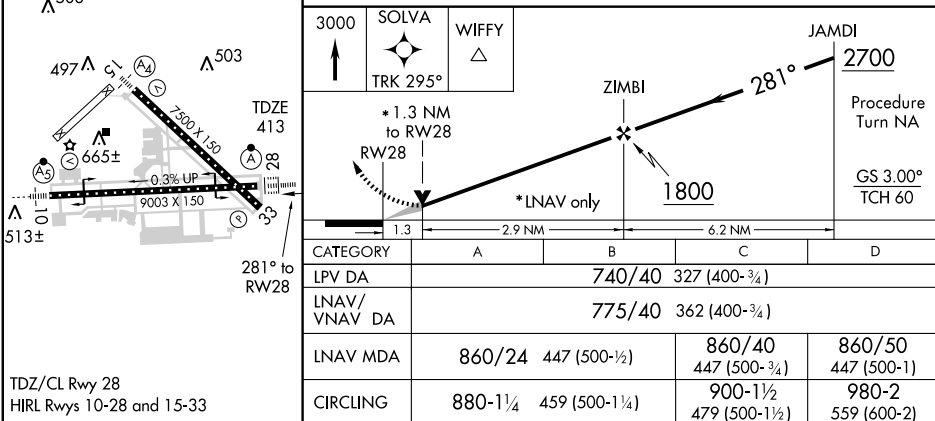
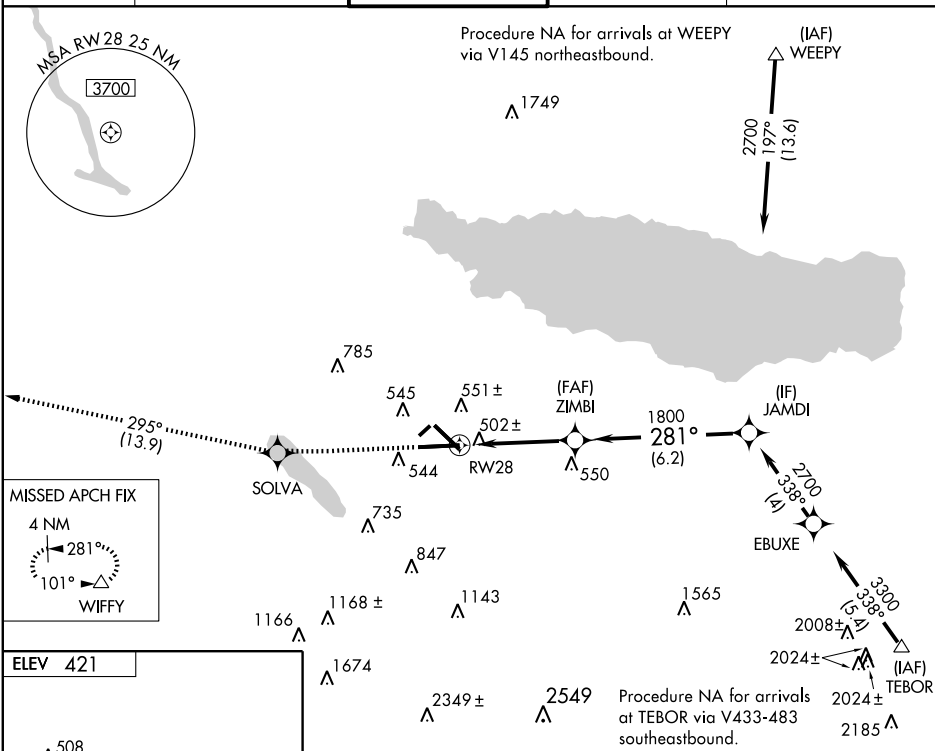
▼ Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.
For inoperative ALSF, increase LPV visibility all Cats to RVR 6000.

ALSF-2



MISSED APPROACH: Climb
to 3000 direct SOLVA and via
295° track to WIFFY and hold.


| | | | | |
|------------------------|--|--------------------------------------|-------------------------------|-----------------------------------|
| ATIS 124.225 | SYRACUSE APP CON 134.275 279.6 | SYRACUSE TOWER 120.3 239.0 | GND CON 121.7 348.6 | CLNC DEL 125.05 257.775 |
|------------------------|--|--------------------------------------|-------------------------------|-----------------------------------|

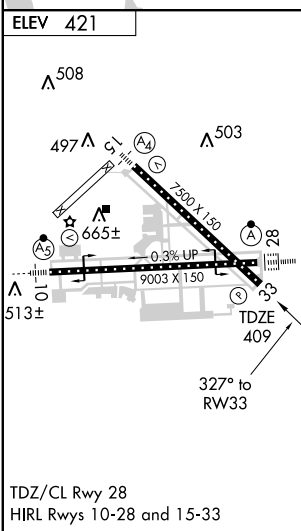
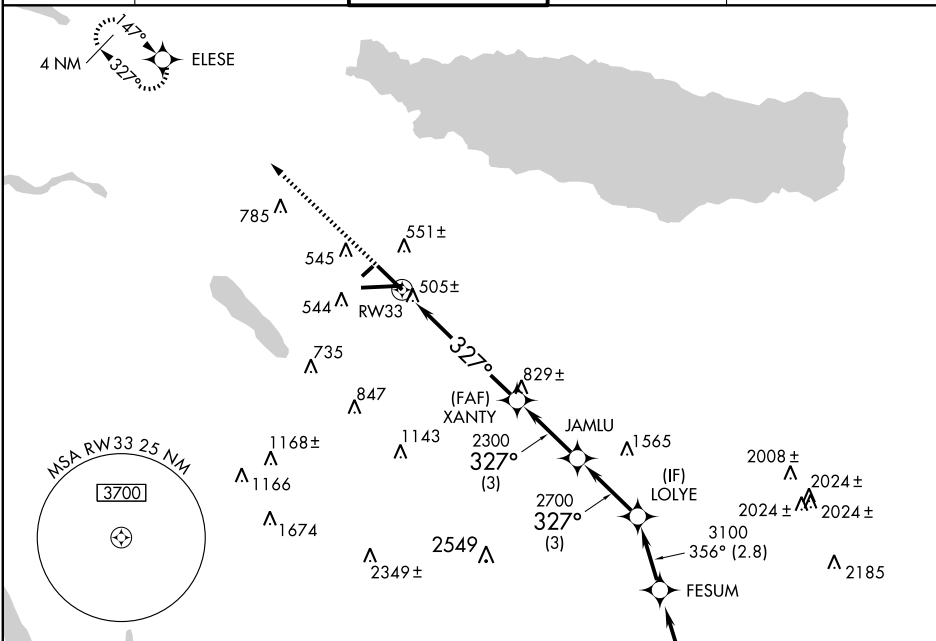


| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 81823 W33A | APP CRS 327° | Rwy Idg TDZE Apt Elev | 7500 409 421 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 33

SYRACUSE HANCOCK INTL (SYR)

| | | | |
|--|--|---|-------------------------------|
|  Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. | | MISSED APPROACH: Climb to 3000 direct ELEV and hold. | |
| ATIS 124.225 | SYRACUSE APP CON 134.275 279.6 | SYRACUSE TOWER 120.3 239.0 | GND CON 121.7 348.6 |
| | | CLNC DEL 125.05 257.775 | |



| | | | |
|--|---------------------|-------------------|---------------------|
| Procedure NA for arrivals at GGT VORTAC via V153-273 southeastbound. | | Procedure Turn NA | |
| GS 3.00° TCH 50 | | Procedure Turn NA | |
| CATEGORY | A | B | C |
| LPV DA | 734/60 325 (400-1¼) | | |
| LNAV/VNAV DA | 874-1¾ 465 (500-1¾) | | |
| LNAV MDA | 880/50 | 471 (500-1) | 880/60 471 (500-1½) |
| CIRCLING | 880-1¾ | 459 (500-1¾) | 900-1¾ 479 (500-1¾) |

| | | | |
|---|------------------------|-----------------------------|---|
| VORTAC SYR 117.0 Chan 117 | APP CRS 314° | Rwy Idg TDZE Apt Elev | 7500 409 421 |
|---|------------------------|-----------------------------|---|

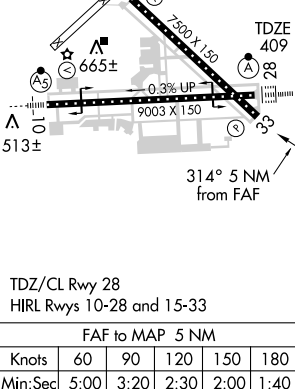
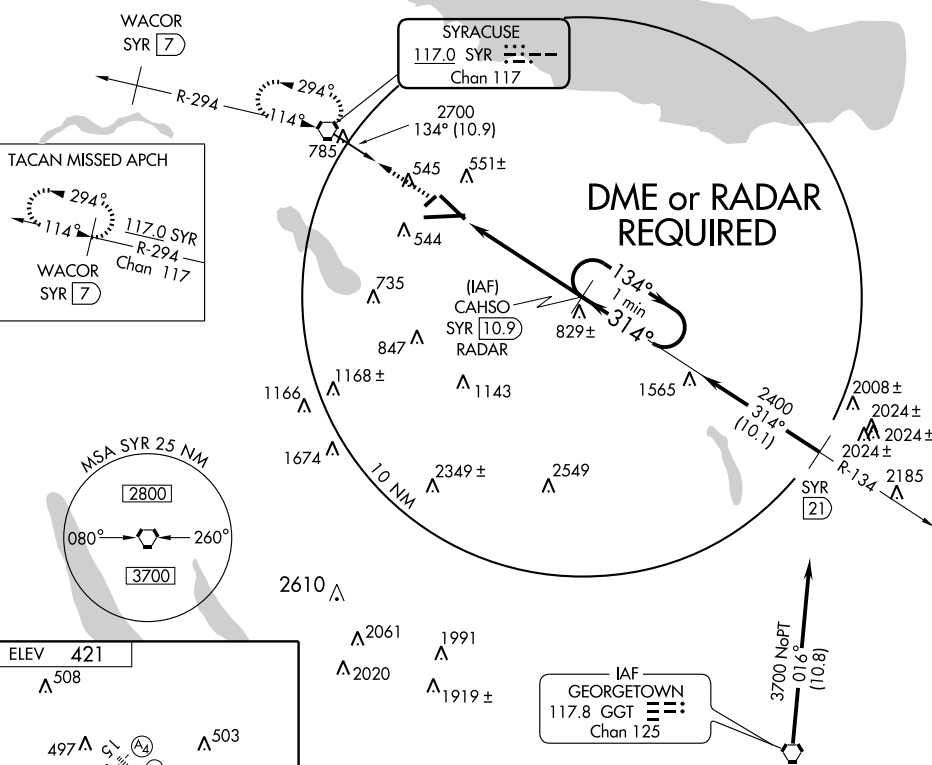
VOR or TACAN RWY 33

SYRACUSE HANCOCK INTL (SYR)



MISSED APPROACH: Climb to 3000 direct SYR VORTAC and hold. (TACAN aircraft continue via SYR R-294 to WACOR/7 DME and hold NW, LT, 114° inbound.)

| | | | | |
|------------------------|--|--------------------------------------|-------------------------------|-----------------------------------|
| ATIS 124.225 | SYRACUSE APP CON 134.275 279.6 | SYRACUSE TOWER 120.3 239.0 | GND CON 121.7 348.6 | CLNC DEL 125.05 257.775 |
|------------------------|--|--------------------------------------|-------------------------------|-----------------------------------|



SYRACUSE, NEW YORK

Orig-D 09351

43°07'N - 76°06'W

SYRACUSE HANCOCK INTL (SYR)

VOR or TACAN RWY 33

| | | | |
|-----------------|-------------|----------|-------------|
| VORTAC SYR | APP CRS | Rwy Idg | 7500 |
| <u>117.0</u> | 131° | TDZE | 417 |
| Chan 117 | | Apt Elev | 421 |

VOR RWY 15
SYRACUSE HANCOCK INTL (SYR)

T Inoperative table does not apply to S-15 CAT C and D.

MALS

 $\textcircled{A_4} - \text{|||||}$

MISSED APPROACH: Climbing left turn to 3000 via SYR R-111 to FAYET Int/SYR 11.7 DME and hold.

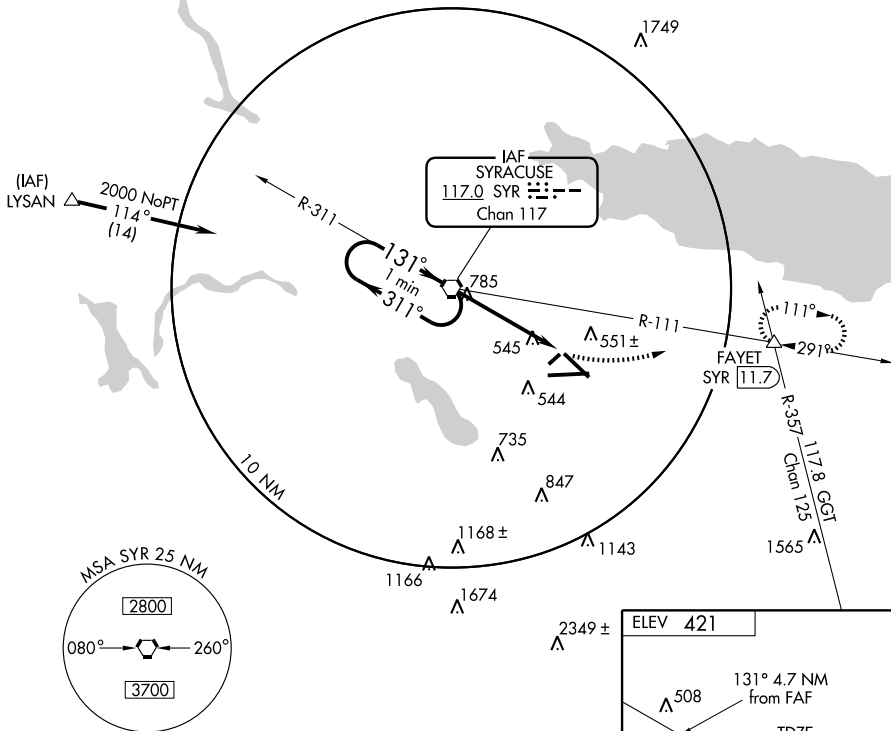
ATIS
124.225

SYRACUSE APP CON
134.275 279.6

SYRACUSE TOWER
120.3 239.0

GND CON
121.7 348.6

CLNC DEL
125.05 257.775



One Minute Holding Pattern

VORTAC

2000 ← 311°

 3.09°

CATEGORY

A

| | |
|--|--|
| | |
|--|--|

D

S-15

880- $\frac{3}{4}$ 463 (500- $\frac{3}{4}$)

880-1¼

 $-1\frac{1}{2}$

0000

$$900-1\frac{1}{2}$$

0-2

TDZ/CL Rwy 28

HIRL Rwy 10-28 and 15-33

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|-------|----|----|-----|-----|-----|
|-------|----|----|-----|-----|-----|

| | | | | | |
|---------|------|------|------|------|------|
| Knobs | 60 | 70 | 120 | 150 | 160 |
| Min:Sec | 4:42 | 3:09 | 2:31 | 1:53 | 1:34 |

SYRACUSE, NEW YORK
Amdt 22C 09351

SYRACUSE HANCOCK INTL (SYR)

VOR RWY 15

43°07'N - 76°06'W

NE-2. 23 SEP 2010 to 21 OCT 2010

SYRACUSE SUBURBAN ARPT (6NK) 13 N UTC-5(-4DT) N43°16.03' W76°10.77'

NEW YORK

400

RWY 16-34: H2500X60 (ASPH) MIRL

RWY 16: REIL. PAPI(P2L) RWY 34: REIL. PAPI(P2R). Trees.

AIRPORT REMARKS: Attended on call, ctc arpt manager 315-469-7317. ACTIVATE MIRL Rwy 16-34, PAPI Rwy 16 and Rwy 34, and REIL Rwy 16 and Rwy 34—CTAF.
COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF

SYRACUSE (H) VORTACW 117.0 SYR Chan 117 N43°09.63' W76°12.27' 021° 6.5 NM to fld. 420/11W.

DME unusable byd 35 NM blo 4000'. HIWAS

TICONDEROGA MUNI (4B6) 2 NE UTC-5(-4DT) N43°52.64' W73°24.79'

NEW YORK

273 B S2 NOTAM FILE BTW

L-32G

RWY 02-20: H4041X60 (ASPH) MIRL

IAP

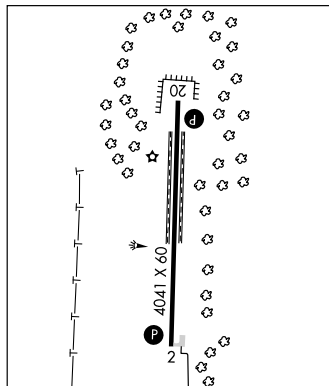
RWY 02: REIL. PAPI(P2L). Trees.

RWY 20: REIL. PAPI(P2L). Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 02-20, PAPI Rwy 02 and 20, REIL Rwy 02 and 20—CTAF. Rwy 02 PAPI OTS indef. Rwy 20 PAPI OTS indef. REIL Rwy 02 OTS indef. REIL Rwy 20 OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8**BOSTON CENTER APP/DEP CON** 135.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTW.

BURLINGTON (L) VORW/DME 117.5 BTW Chan 122 N44°23.83'

W73°10.95' 213° 32.7 NM to fld. 420/15W. HIWAS.


TRI-CITIES (See ENDICOTT)

TROY

RENSSELAER CO (5B7) 6 SE UTC-5(-4DT) N42°41.45' W73°34.77'

NEW YORK

440 FUEL 100LL TPA-1500(1060) NOTAM FILE BTW

RWY 18-36: H2670X50 (ASPH) S-8

RWY 18: Trees. RWY 36: Trees.

AIRPORT REMARKS: Unattended. Deer and birds on and invof arpt. Surrounding terrain slopes down to rwy; due to higher surrounding terrain recommend use of the following procedures: Dep Rwy 36—Use best angle of climb speed until well clear of residential area north of Rwy 36; Arrivals Rwy 18—maintain sufficient altitude on final so as to avoid low altitude and/or high power over residential area which underlies final apch to Rwy 18. Dep Rwy 18 and arrivals Rwy 36—use normal procedures. Rwy 18-36 pavement cracked, loose rocks and vegetation. Rwy 18 first 40' overgrown with grass. Rwy 18 markings not visible. Transient acft call 518-279-1394 for field conditions prior to arrival.
COMMUNICATIONS: CTAF/UNICOM 122.7
UTICA N43°01.59' W75°09.87' NOTAM FILE UCA.

NEW YORK

(L) VORTAC 111.2 UCA Chan 49 331° 16.4 NM to Griffiss Intl. 1420/12W.

L-32G

RCO 122.65 122.2 122.1R 111.2T (BUFFALO RADIO)

UTICA/FRANKFORT

FRANKFORT-HIGHLAND (6B4) UTC-5(-4DT) N43°01.26' W75°10.23'

NEW YORK

1325 FUEL 100LL NOTAM FILE BUF

RWY 13-31: H2550X30 (ASPH) S-12 LIRL(NSTD)

RWY 13: Thld dspcd 75'. Trees. RWY 31: Trees.

AIRPORT REMARKS: Unattended. Self-serve fuel. Model plane club opr on arpt. 5' wide hole on right side pavement edge Rwy 13, 803' from AER. Rwy 31 has 120 ft dropoff 310 ft from thld on both sides. LIRL Rwy 13-31 not avbl to transient acft. Rwy 13-31 NSTD LIRL; lgts are 40 ft from rwy edge. Arpt located 5 miles SE Utica. Rwy 13-31 grass ldg area each side of ASPH inside lgts: not maintained winter months; snow plowing; braking action and field condition reports not avbl. Rwy 13-31 markings are NSTD size and painted white.
COMMUNICATIONS: CTAF/UNICOM 122.8

APP CRS
017°

Rwy Idg **4041**
TDZE **273**
Apt Elev **274**

RNAV (GPS) RWY 2

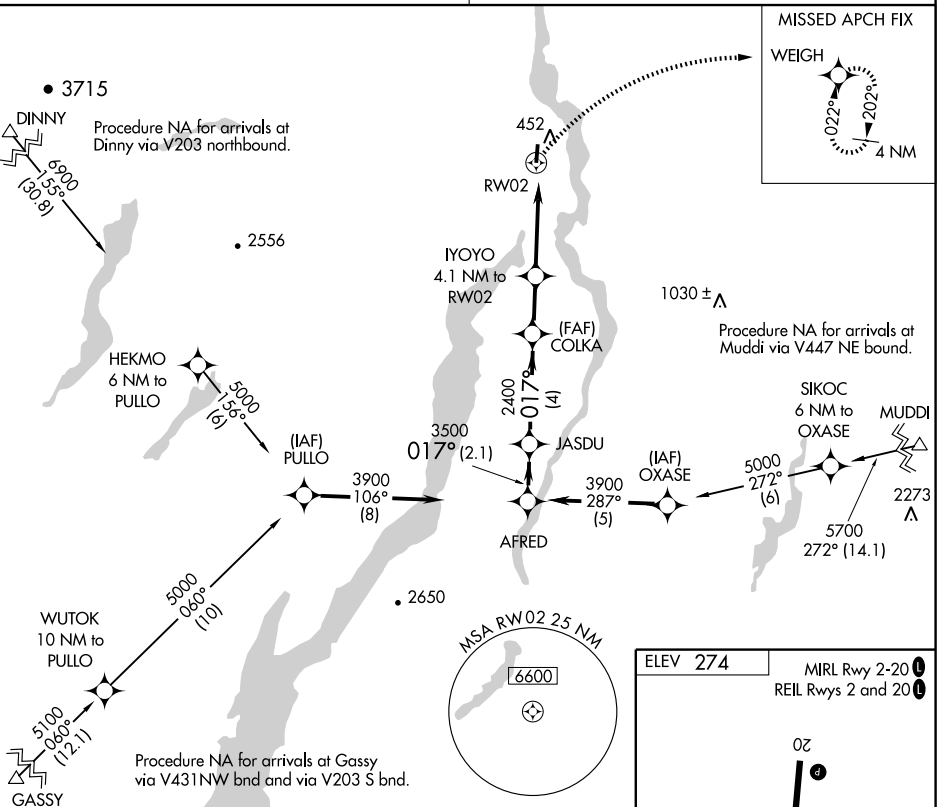
TICONDEROGA MUNI (4B6)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Burlington altimeter setting

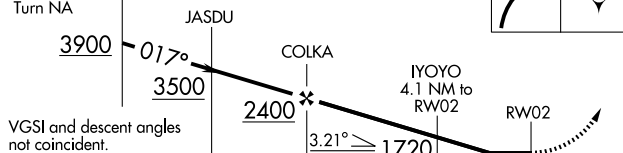
MISSED APPROACH: Climbing right turn to 4000
direct WEIGH WP and hold.

BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF)



Procedure Turn NA



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|----|----|
| LNAV MDA | 1480-1¼ 1207 (1300-1¼) | 1480-1½ 1207 (1300-1½) | NA | NA |
| CIRCLING | 1480-1¼ 1206 (1300-1¼) | 1480-1½ 1206 (1300-1½) | NA | NA |

APP CRS **197°**
 Rwy Idg **4041**
 TDZE **273**
 Apt Elev **274**

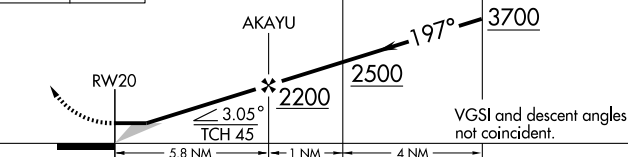
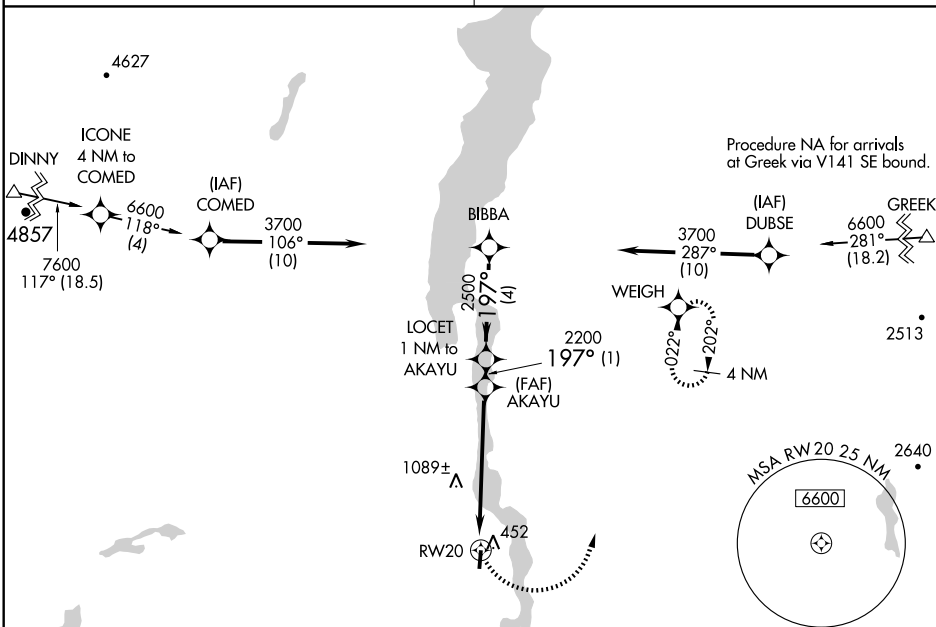
RNAV (GPS) RWY 20
 TICONDEROGA MUNI (4B6)

NA GPS or RNP-0.3 required.
 DME/DME RNP-0.3 NA.
 Use Burlington altimeter setting

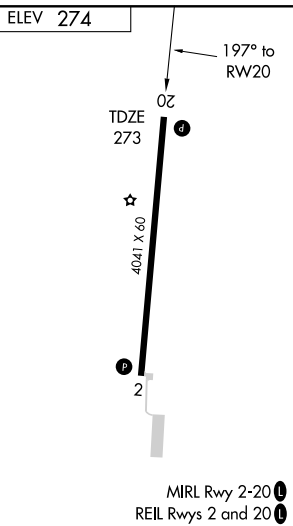
MISSED APPROACH: Climbing left turn to 4000
 direct WEIGH WP and hold.

BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF) 0



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|----|---|
| LNAV MDA | 1360-1¼ 1087 (1100-1¼) | 1360-1½ 1087 (1100-1½) | NA | |
| CIRCLING | 1360-1¼ 1086 (1100-1¼) | 1360-1½ 1086 (1100-1½) | NA | |



10210

AIRPORT DIAGRAM

AL-666 (FAA)

WATERTOWN INTL (ART)
WATERTOWN, NEW YORK

ASOS
132.325
CTAF/UNICOM
123.0
CLNC DEL
120.8

D

VAR 13.0° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° E

GARAGE
HANGARS
HANGARS
FIRE STATION
TERMINAL

106.0°
ELEV 309
0.3% UP
066.5°
ELEV 310
0.3% UP

5000 X 150

HANGARS

ELEV 324

A 397±

FIELD
ELEV 325

286.0°

28

RWY 07-25
S-25, D-44, 2D-90
RWY 10-28
S-25, D-44, 2D-90

76°02'W

76°01'W

44°00'N

43°59'N

AIRPORT DIAGRAM

10210

WATERTOWN, NEW YORK
WATERTOWN INTL (ART)

NE-2, 23 SEP 2010 to 21 OCT 2010

WATERTOWN INTL (ART) 5 W UTC-5(-4DT) N43°59.52' W76°01.31'

NEW YORK

325 B S4 FUEL 100LL, JET A AOE Class II, ARFF Index A NOTAM FILE ART

H-11C, 12K, L-32F

RWY 07-25: H5000X150 (ASPH-GRVD) S-25, D-44, 2D-90 HIRL 0.3% up NE

IAP, AD

RWY 07: MALSR. PAPI(P4L)—GA 3.0° TCH 46'. Trees.

RWY 10-28: H5000X150 (ASPH-GRVD) S-25, D-44, 2D-90

MIRL 0.3% up E

RWY 10: PAPI(P4L)—GA 3.0° TCH 46'. Trees.

RWY 28: REIL. PAPI(P4L)—GA 3.0° TCH 47'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 07: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

RWY 10: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

RWY 25: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

RWY 28: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

AIRPORT REMARKS: Attended 1300Z†-dusk. For fuel and service call 315-639-3783 or after hrs call 315-629-3765 or 315-646-1627. Deer and birds on and invof arpt. PPR 2 hours for air carrier ops with more than 30 passenger seats call assistant manager 315-639-3809 or after 2130Z† call 315-783-7568. Twy C clsd Oct-Apr. ACTIVATE HIRL Rwy 07-25, MIRL Rwy 10-28, MALSR Rwy 07, PAPI Rws 10 and Rwy 28, REIL Rwy 28 and twy lgtS—CTAF. Ldg fee for acct over 6000 lbs gross weight. 2 hours advance notice to U.S. Customs by pilot required, call 315-482-2261.

WEATHER DATA SOURCES: ASOS 132.325 (315) 639-4002.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.1R 109.8T (BURLINGTON RADIO)

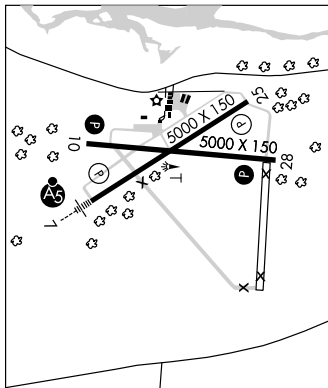
RCO 122.3 122.2 (BURLINGTON RADIO)

Ⓡ WHEELER-SACK APP/DEP CON 128.25 CLNC DEL 120.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ART.

(L) VORTAC 109.8 ART Chan 35 N43°57.12' W76°03.88' 050° 3.0 NM to fld. 370/12W.

ILS 111.1 I-ART Rwy 07. Class ID.

**WEEDSPORT****WHITFORDS** (B16) 2 NE UTC-5(-4DT) N43°04.82' W76°32.30'

NEW YORK

400 B FUEL 100LL, MOGAS TPA-1200(800) NOTAM FILE BUF

L-32F

RWY 10-28: H3630X60 (ASPH) MIRL

IAP

RWY 10: Thld dspcd 430'. Trees.

RWY 28: Thld dspcd 350'. Trees.

RWY E-W: 2800X100 (TURF)

RWY E: Hill. RWY W: Trees.

AIRPORT REMARKS: Attended dalgt hours. 87 octane also avbl. Rwy E-W CLOSED Nov 1-May 15. Ultralghts on and invof arpt. ACTIVATE MIRL Rwy 10-28-122.7. Rotating bcn OTS indef. For rotating bcn after 0400Z† call 315-834-9059.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ SYRACUSE APP/DEP CON 134.275

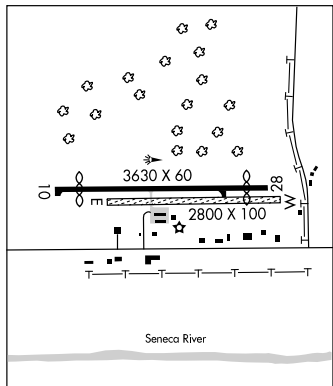
RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.

SYRACUSE (H) VORTACW 117.0 SYR Chan 117 43°09.63'

W76°12.27' 263° 15.4 NM to fld. 420/11W. HIWAS.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services

1-888-766-8267.



| | | | |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-ART 111.1 | APP CRS 065° | Rwy Idg TDZE Apt Elev | 5000 319 325 |
|---------------------------|------------------------|-----------------------------|---|

ILS or LOC RWY 7

WATERTOWN INTL (ART)



Circling NA at night to Rwy 10.

MALSR



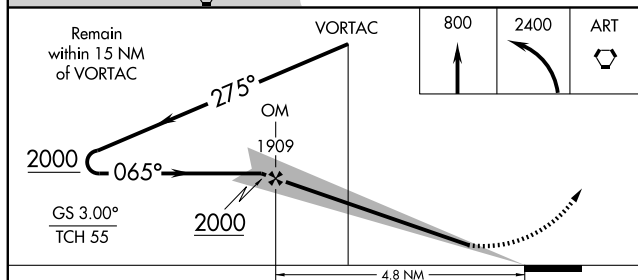
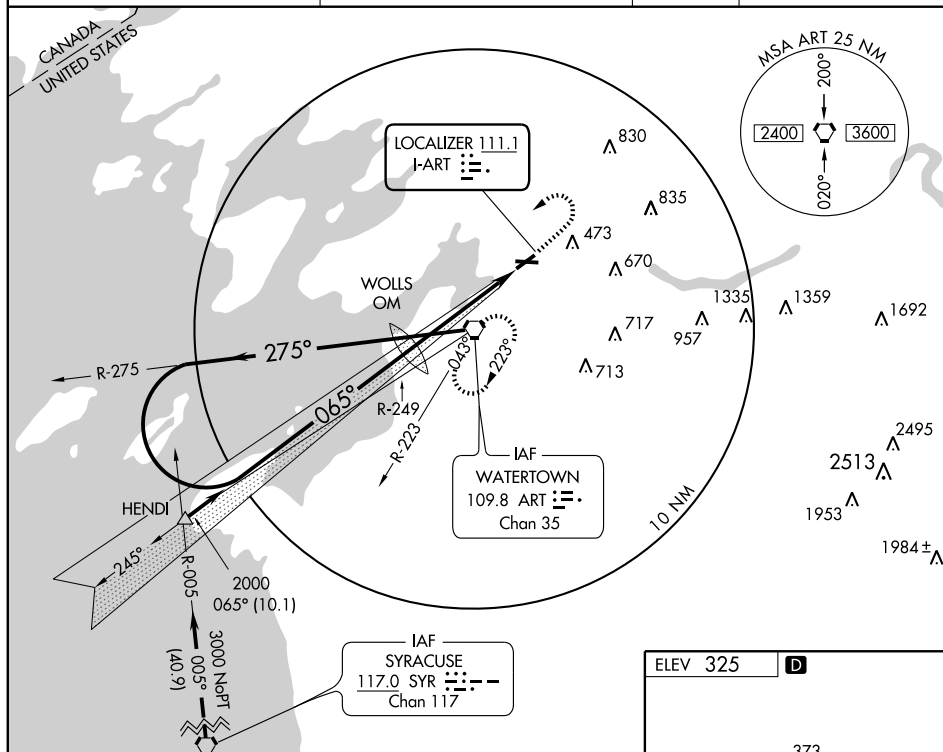
MISSED APPROACH: Climb to 800, then climbing left turn to 2400 direct ART VORTAC and hold.

ASOS
132.325

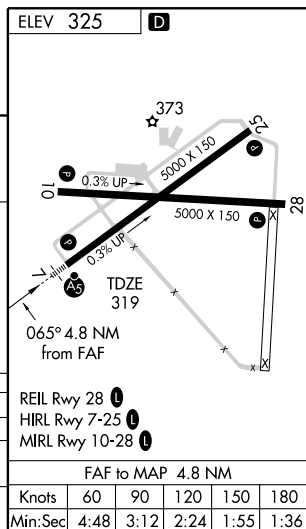
WHEEL-SACK APP CON
128.25 257.6

CLNC DEL
120.8

UNICOM
123.0 (CTAF) 0



| CATEGORY | A | B | C | D |
|----------|-------------------|-------------------|-----------------------|------------------------|
| S-ILS 7 | 519-½ 200 (200-½) | | | |
| S-LOC 7 | 760-½ 411 (500-½) | | 760-¾ 411 (500-¾) | 760-1 441 (500-1) |
| CIRCLING | 940-1 615 (700-1) | 960-1 635 (700-1) | 960-1 ¾ 635 (700-1 ¾) | 1000-2 ¼ 675 (700-2 ¼) |



WATERTOWN, NEW YORK

Amdt 6D 10210

44°00'N - 76°01'W

WATERTOWN INTL (ART)

ILS or LOC RWY 7

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 82510 W07A | APP CRS 065° | Rwy Idg TDZE Apt Elev | 5000 319 325 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 7

WATERTOWN INTL (ART)

▼ Circling to Rwy 10 NA at night. When local altimeter setting not received, use Syracuse altimeter setting and increase LPV DA to 706 feet; LNAV/VNAV DA to 1039 feet; and all MDA 140 feet; increase LPV visibility ¼ mile all Cats; LNAV/VNAV visibility ½ mile all Cats; LNAV Cat C ¼ mile, and Cat D ½ mile; increase Circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile. VDP NA when using Syracuse altimeter setting. Baro-VNAV NA when using Syracuse altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALS, when using Syracuse altimeter setting, increase LPV visibility to 1¼ mile all Cats.

MALS



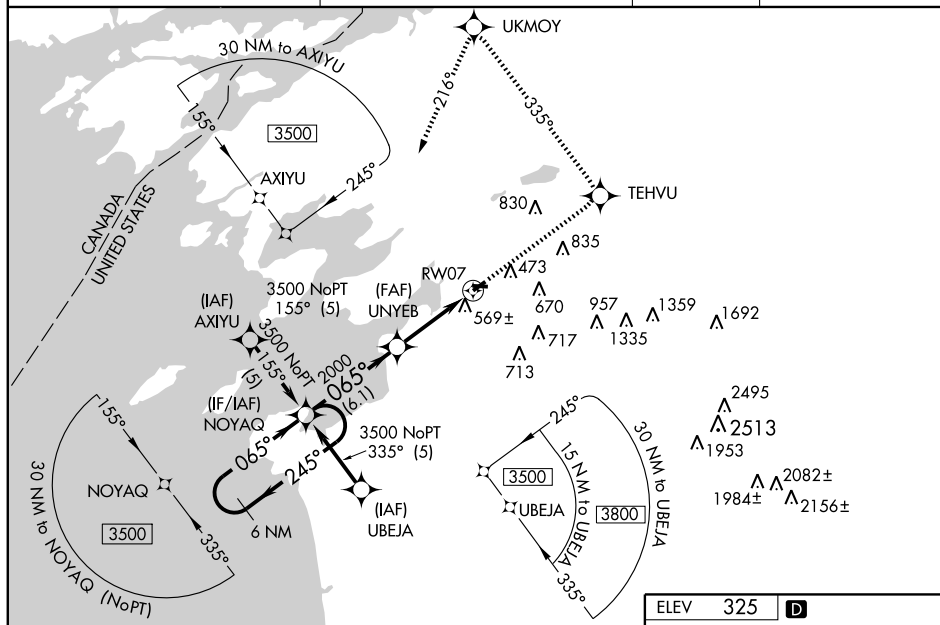
MISSED APPROACH:
Climb to 3500 direct TEHVU via 335° track to UKMOY and left turn via 216° track to NOYAQ and hold.

ASOS
132.325

WHEELER-SACK APP CON
128.25 257.6

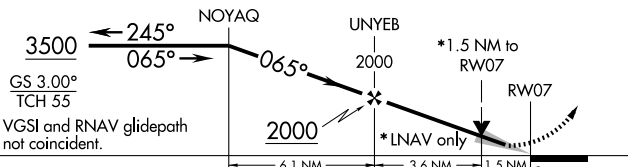
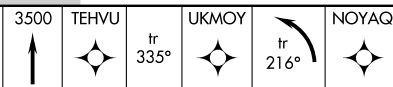
CINC DEL
120.8

UNICOM
123.0 (CTAF) ①

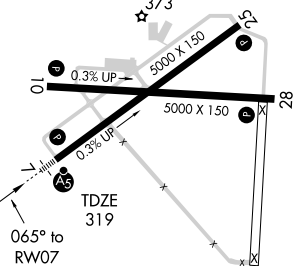


ELEV **325** **D**

6 NM
Holding Pattern



| CATEGORY | A | B | C | D |
|--------------|-------------------|--------|---------------------|----------------------|
| LPV DA | | 570-½ | 251 (300-½) | |
| LNAV/VNAV DA | | 903-1½ | 584 (600-1½) | |
| LNAV MDA | 820-½ 501 (500-½) | | 820-1 501 (500-1) | |
| CIRCLING | 960-1 635 (700-1) | | 960-1¾ 635 (700-1¾) | 1000-2¼ 675 (700-2¼) |



REIL Rwy 28 ①
HIRL Rwy 7-25 ①
MIRL Rwy 10-28 ①

WATERTOWN, NEW YORK

Amdt 1 10210

44°00'N - 76°01'W

RNAV (GPS) RWY 7

| | | | |
|--|------------------------|-----------------------------|---|
| VORTAC ART 109.8 Chan 35 | APP CRS 043° | Rwy Idg TDZE Apt Elev | 5000 319 325 |
|--|------------------------|-----------------------------|---|

VOR RWY 7

WATERTOWN INTL (ART)



Circling NA at night to Rwy 10.
Inoperative table does not apply.

MALSR



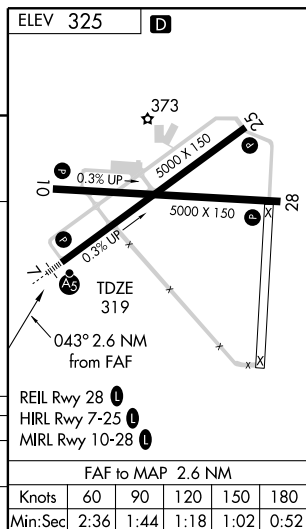
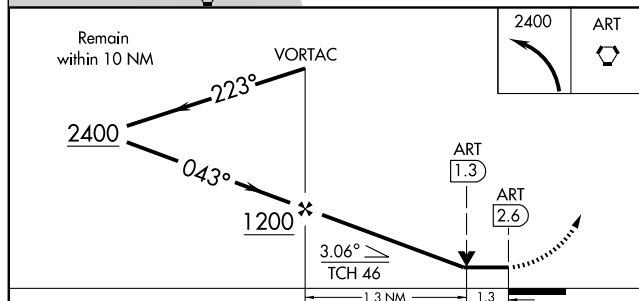
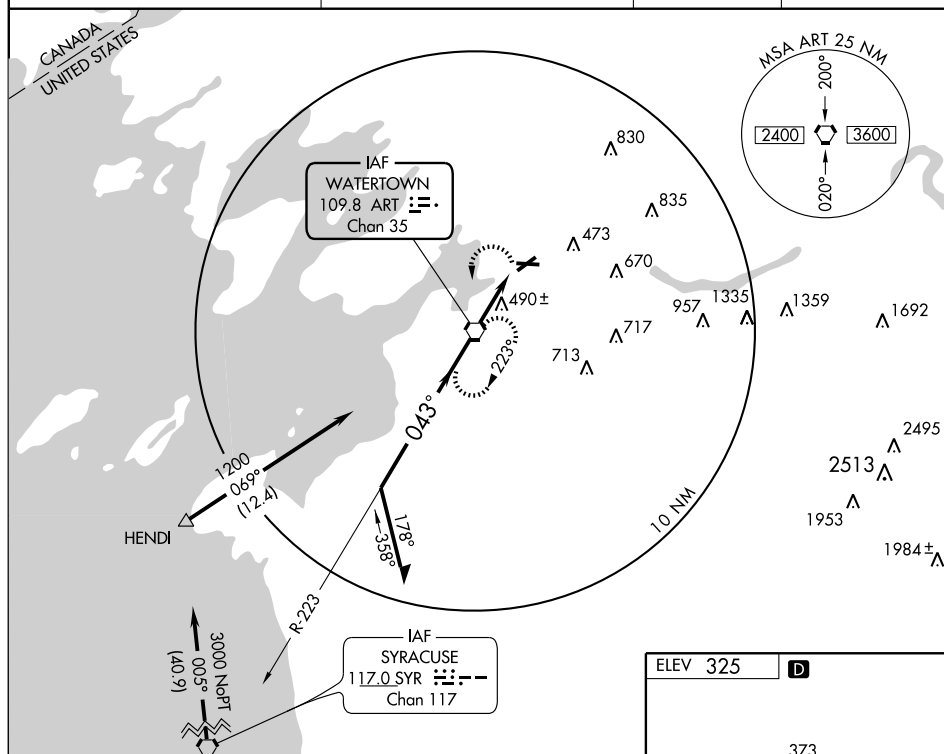
MISSED APPROACH: Climbing left turn to 2400
direct ART VORTAC and hold.

ASOS
132.325

WHEELER-SACK APP CON
128.25 257.6

CLNC DEL
120.8

UNICOM
123.0 (CTAF) 0



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|----|
| S-7 | 840-1 | 521 (600-1) | 840-1½ 521 (600-1½) | NA |
| CIRCLING | 940-1 615 (700-1) | 960-1 635 (700-1) | 960-1¾ 635 (700-1¾) | NA |

| FAF to MAP 2.6 NM | | | | | |
|-------------------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:36 | 1:44 | 1:18 | 1:02 | 0:52 |

WATERTOWN, NEW YORK

Amdt 13C 10210

44°00'N-76°01'W

WATERTOWN INTL (ART)

VOR RWY 7

WATERTOWN INTL (ART) 5 W UTC-5(-4DT) N43°59.52' W76°01.31'

NEW YORK

325 B S4 FUEL 100LL, JET A AOE Class II, ARFF Index A NOTAM FILE ART

H-11C, 12K, L-32F

RWY 07-25: H5000X150 (ASPH-GRVD) S-25, D-44, 2D-90 HIRL 0.3% up NE

IAP, AD

RWY 07: MALSR. PAPI(P4L)—GA 3.0° TCH 46'. Trees.

RWY 10-28: H5000X150 (ASPH-GRVD) S-25, D-44, 2D-90

MIRL 0.3% up E

RWY 10: PAPI(P4L)—GA 3.0° TCH 46'. Trees.

RWY 28: REIL. PAPI(P4L)—GA 3.0° TCH 47'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 07: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

RWY 10: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

RWY 25: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

RWY 28: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

AIRPORT REMARKS: Attended 1300Z†-dusk. For fuel and service call 315-639-3783 or after hrs call 315-629-3765 or 315-646-1627. Deer and birds on and invof arpt. PPR 2 hours for air carrier ops with more than 30 passenger seats call assistant manager 315-639-3809 or after 2130Z† call 315-783-7568. Twy C clsd Oct-Apr. ACTIVATE HIRL Rwy 07-25, MIRL Rwy 10-28, MALSR Rwy 07, PAPI Rws 10 and Rwy 28, REIL Rwy 28 and twy lgtS—CTAF. Ldg fee for acct over 6000 lbs gross weight. 2 hours advance notice to U.S. Customs by pilot required, call 315-482-2261.

WEATHER DATA SOURCES: ASOS 132.325 (315) 639-4002.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.1R 109.8T (BURLINGTON RADIO)

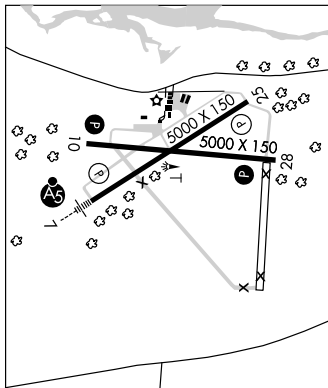
RCO 122.3 122.2 (BURLINGTON RADIO)

Ⓡ WHEELER-SACK APP/DEP CON 128.25 CLNC DEL 120.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ART.

(L) VORTAC 109.8 ART Chan 35 N43°57.12' W76°03.88' 050° 3.0 NM to fld. 370/12W.

ILS 111.1 I-ART Rwy 07. Class ID.

**WEEDSPORT****WHITFORDS** (B16) 2 NE UTC-5(-4DT) N43°04.82' W76°32.30'

NEW YORK

400 B FUEL 100LL, MOGAS TPA-1200(800) NOTAM FILE BUF

L-32F

RWY 10-28: H3630X60 (ASPH) MIRL

IAP

RWY 10: Thld dspcd 430'. Trees.

RWY 28: Thld dspcd 350'. Trees.

RWY E-W: 2800X100 (TURF)

RWY E: Hill. RWY W: Trees.

AIRPORT REMARKS: Attended dalgt hours. 87 octane also avbl. Rwy E-W CLOSED Nov 1-May 15. Ultralghts on and invof arpt. ACTIVATE MIRL Rwy 10-28-122.7. Rotating bcn OTS indef. For rotating bcn after 0400Z† call 315-834-9059.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ SYRACUSE APP/DEP CON 134.275

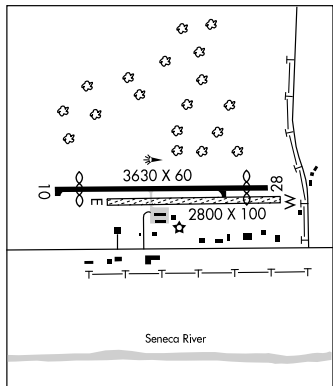
RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.

SYRACUSE (H) VORTACW 117.0 SYR Chan 117 43°09.63'

W76°12.27' 263° 15.4 NM to fld. 420/11W. HIWAS.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services

1-888-766-8267.



APP CRS **099°**
 Rwy ldg **3200**
 TDZE **400**
 Apt Elev **400**

RNAV (GPS) RWY 10

WEEDSPORT/ WHITFORDS (B16)

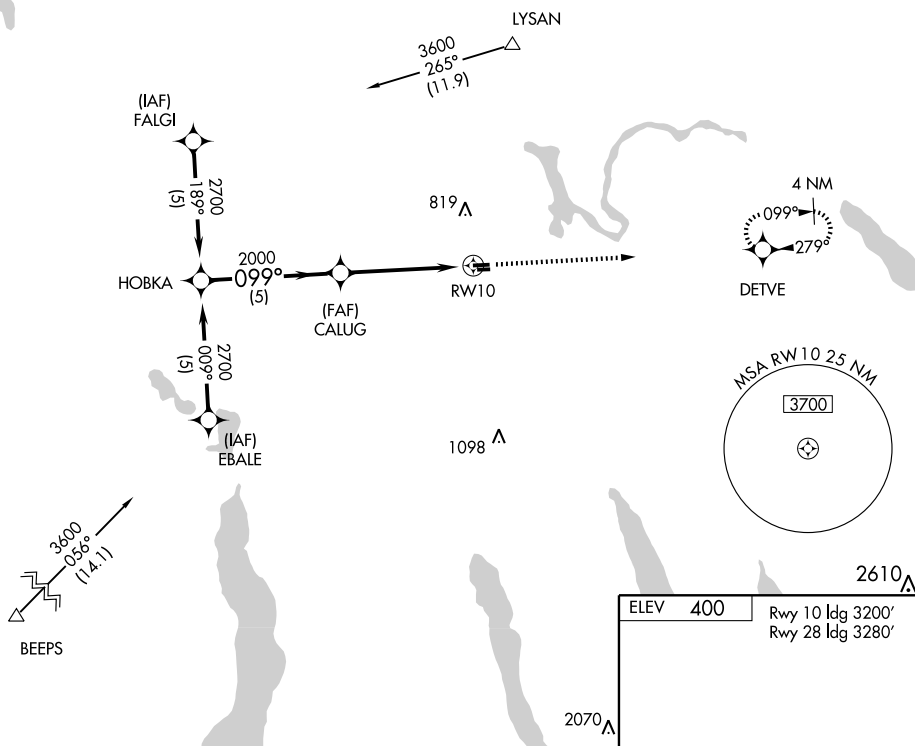
▼ Use Syracuse altimeter setting.
 ▲ NA GPS or RNP-0.3 required.
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DETVE WP and hold.

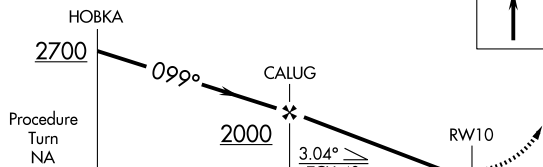
SYRACUSE APP CON
134.275 279.6

UNICOM
122.8 (CTAF)

122.7

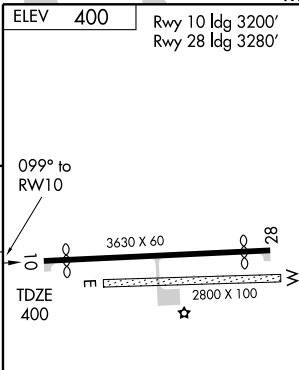


BEEPS



Procedure
 Turn
 NA

| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|----|----|
| LNVA MDA | 1020-1 | 620 (700-1) | NA | NA |
| CIRCLING | 1020-1 620 (700-1) | 1060-1 660 (700-1) | NA | NA |



099° to
 RWY 10

TDZE
 400

3630 X 60

2800 X 100

MRL Rwy 10-28

APP CRS **279°**
 Rwy ldg **3280**
 TDZE **400**
 Apt Elev **400**

RNAV (GPS) RWY 28

WEEDSPORT/WHITFORDS (B16)

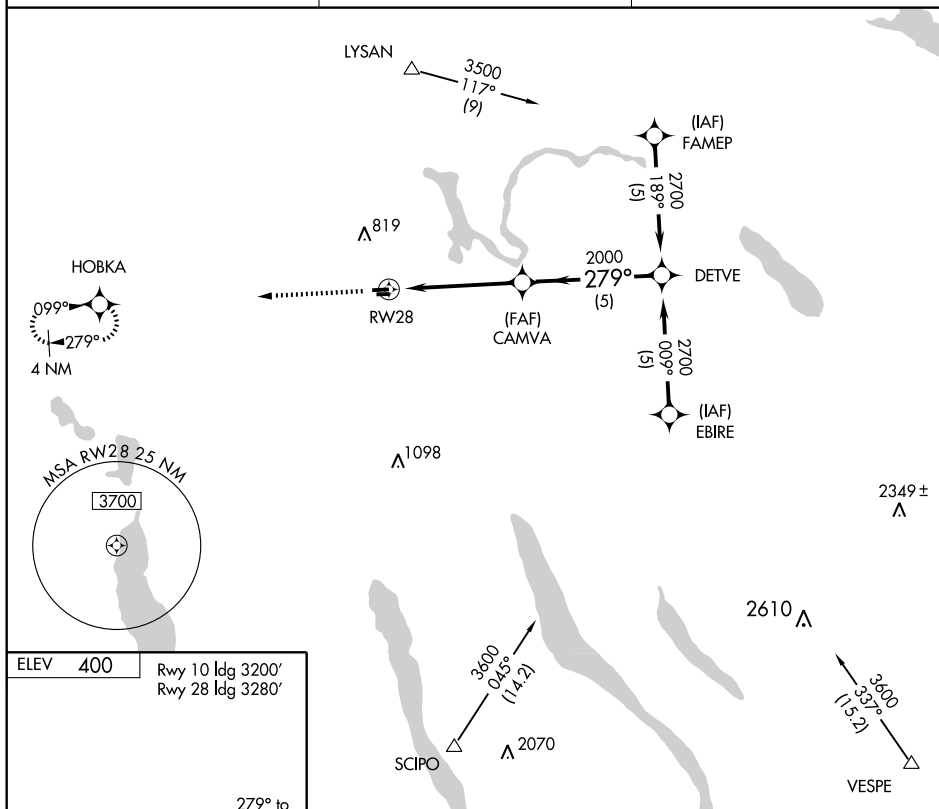
▼ Use Syracuse altimeter setting.
 ▲ NA GPS or RNP-0.3 required.
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HOBKA WP and hold.

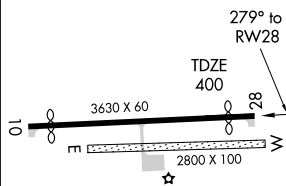
SYRACUSE APP CON
134.275 279.6

UNICOM
122.8 (CTAF)

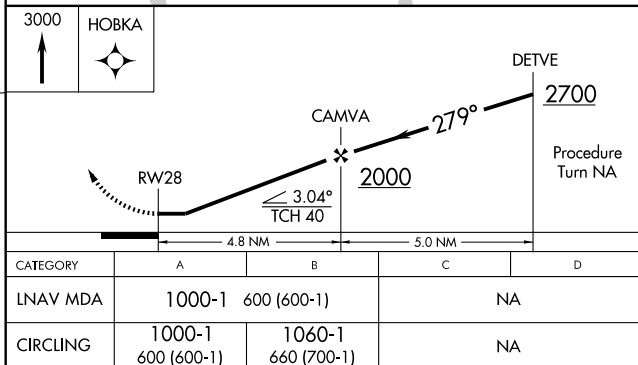
122.7



ELEV **400**
 Rwy 10 ldg 3200'
 Rwy 28 ldg 3280'



MIRL Rwy 10-28



WELLSVILLE MUNI ARPT, TARANTINE FLD (ELZ) 2 SW UTC-5(-4DT)

N42°06.57' W77°59.40'

2124 B S4 FUEL 100LL, JET A NOTAM FILE ELZ

RWY 10-28: H5302X100 (ASPH-GRVD) S-25, D-45 HIRL

0.4% up W

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 39'. Thld dspcd 400'.

Trees.

RWY 28: MALS. PAPI(P2L)—GA 3.0° TCH 52'.**RUNWAY DECLARED DISTANCE INFORMATION****RWY 10:** TORA-5300 TODA-6300 ASDA-5300 LDA-4900**RWY 28:** TORA-5300 TODA-6300 ASDA-4900 LDA-4900**AIRPORT REMARKS:** Attended Mon-Fri 1200-2300Z†, Sat-Sun

1400-2200Z†. ACTIVATE HIRL Rwy 10-28; REIL Rwy 10 and

MALS Rwy 28 and PAPI Rwy 10 and Rwy 28—CTAF.

WEATHER DATA SOURCES: ASOS 119.275 (585) 593-0203.**COMMUNICATIONS:** CTAF/UNICOM 123.0**WELLSVILLE RCO** 122.1R 111.4T (BUFFALO RADIO)**CLEVELAND CENTER APP/DEP CON** 124.325**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.(L) **VORTAC** 111.4 ELZ Chan 51 N42°05.38'

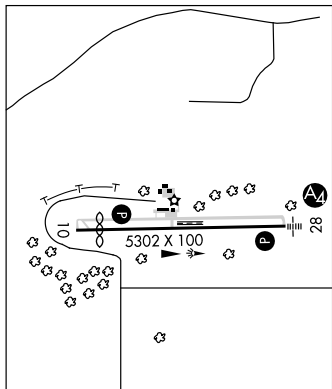
W77°59.97' 029° 1.3 NM to fld. 2296/09W.

ILS 110.5 I-ELZ Rwy 28. LOC only.**COMM/NAV/WEATHER REMARKS:** Cln del thru Flight Services 1-888-766-8267.

DETROIT

H-10H, 12J, L-30I, 32F

IAP



| | | |
|---------------------------|------------------------|--|
| LOC I-ELZ 110.5 | APP CRS 278° | Rwy Idg TDZE Apt Elev 2900 2111 2124 |
|---------------------------|------------------------|--|

LOC/DME RWY 28

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

▼ Inoperative table does not apply. Visibility reduction by helicopters NA.
▲ NA If local altimeter setting not received, use Bradford, PA altimeter setting and increase all MDAs 260 feet.

MALS

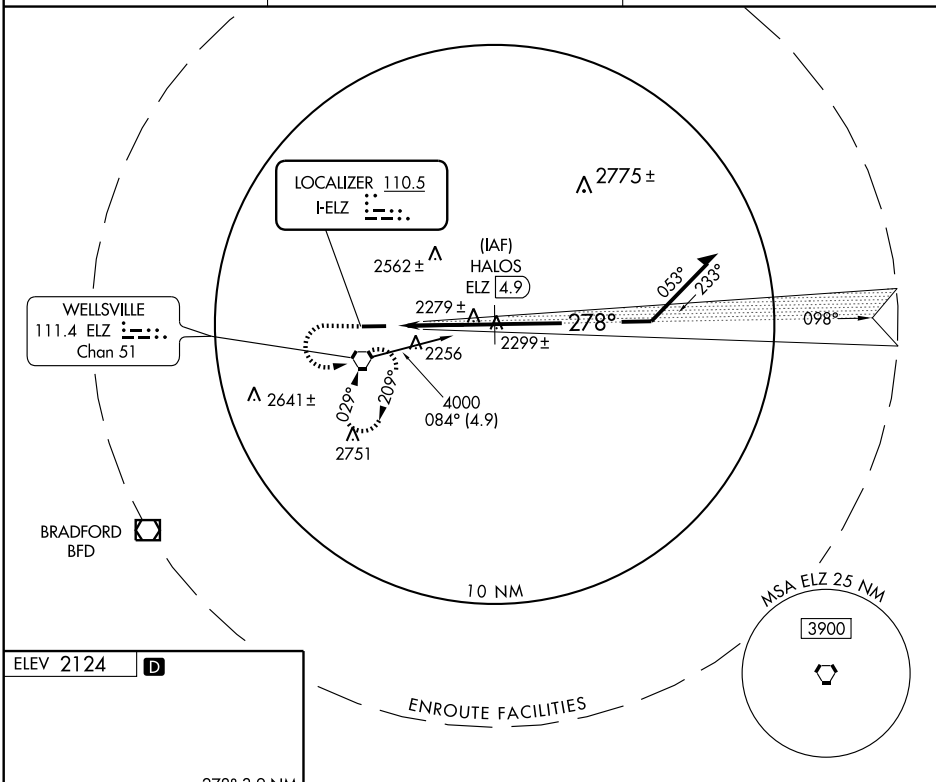


MISSED APPROACH: Climb to 4100 then left turn direct ELZ VORTAC and hold.

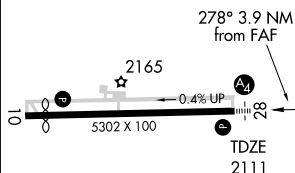
ASOS
119.275

CLEVELAND CENTER
124.325 353.850

UNICOM
123.0 (CTAF) 0



ELEV 2124

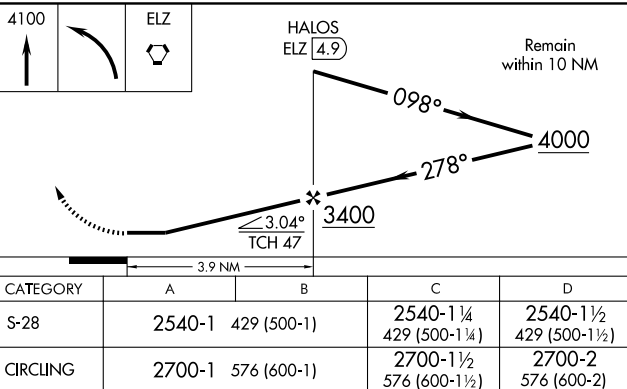


REIL Rwy 10
HIRL Rwy 10-28

FAF to MAP 3.9 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |

WELLSVILLE, NEW YORK
Amdt 4 10266



WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

42°07'N-77°59'W

LOC/DME RWY 28

| | | |
|--|------------------------|--|
| WAAS CH 87002 W10A | APP CRS 097° | Rwy Idg TDZE Apt Elev 2900 2124 2124 |
|--|------------------------|--|

RNAV (GPS) RWY 10

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

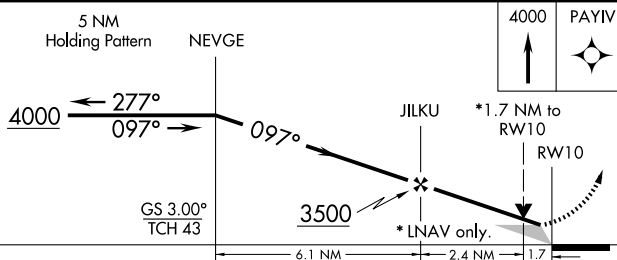
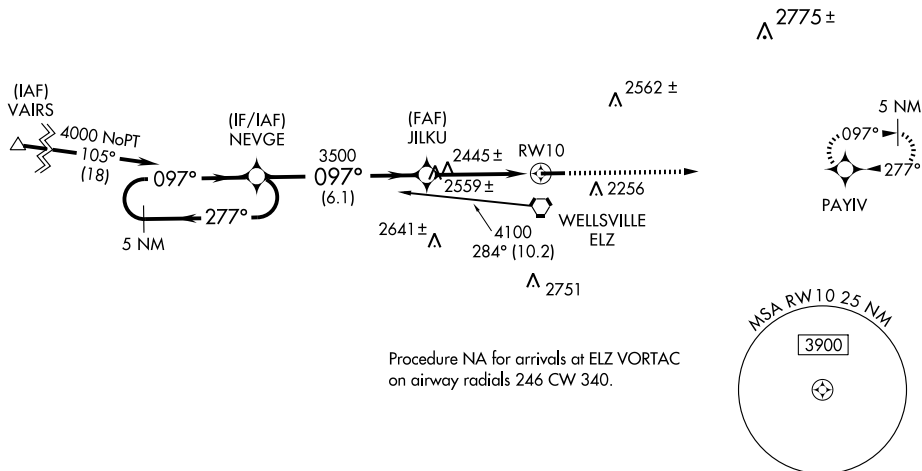
▼ VDP and Baro-VNAV NA with Bradford, PA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F).
▲ DME/DME RNP-0.3 NA. If local altimeter setting not received; use Bradford, PA altimeter setting and increase all DAs/MDAs 260 feet.

MISSED APPROACH:
Climb to 4000 direct
PAYIV and hold.

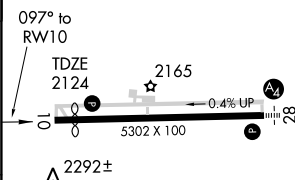
ASOS
119.275

CLEVELAND CENTER
124.325 353.850

UNICOM
123.0 (CTAF) 0



ELEV 2124

D

| CATEGORY | A | B | C | D |
|--------------|--------|-------------|-------------------------|-------------------------|
| LPV DA | | 2415-1 | 291 (300-1) | |
| LNAV/VNAV DA | | 2596-1¾ | 472 (500-1¾) | |
| LNAV MDA | 2700-1 | 576 (600-1) | 2700-1½ 576 (600-1½) | 2700-1¾ 576 (600-1¾) |
| CIRCLING | | 2700-1¾ | 576 (600-1¾) | 2700-2 576 (600-2) |

REIL Rwy 10 **0**
HIRL Rwy 10-28 **0**

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 49102 W28A | APP CRS 277° | Rwy Idg TDZE Apt Elev | 4900 2111 2124 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 28

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

T
A

Inoperative table does not apply. Baro-VNAV NA when using Bradford, PA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Bradford, PA altimeter setting and increase DAs/MDAs 260 feet.

MAIS

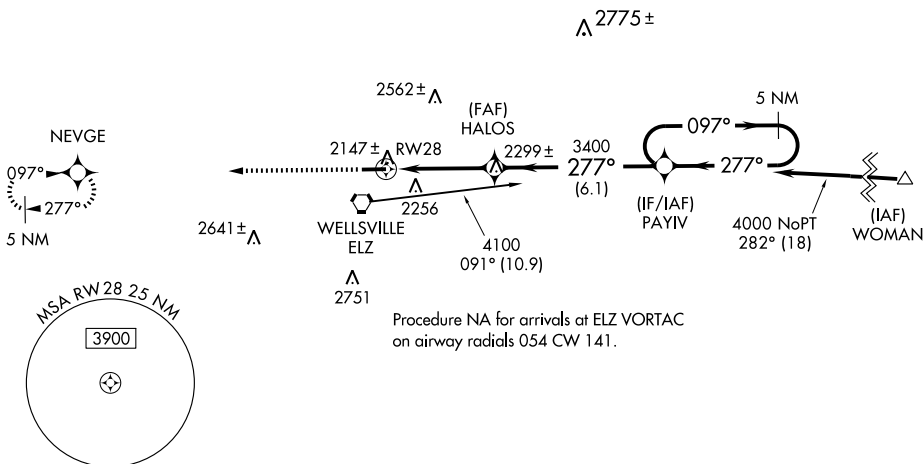


MISSED APPROACH:
Climb to 4000 direct
NEVGE and hold.

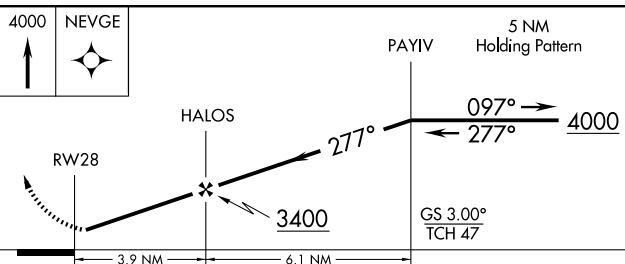
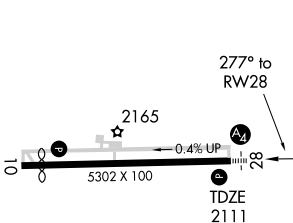
ASOS
119,275

CLEVELAND CENTER
124,325 353,850

UNICOM
123.0 (CTAF) 0



ELEV 2124



| CATEGORY | A | B | C | D |
|--------------|---------|--------------|-------------------------|-------------------------|
| LPV DA | 2361-1 | 250 (300-1) | | |
| LNAV/VNAV DA | 2582-1¾ | 471 (500-1¾) | | |
| LNAV MDA | 2560-1 | 449 (500-1) | 2560-1¼ 449 (500-1¼) | 2560-1½ 449 (500-1½) |
| CIRCLING | 2700-1¾ | 576 (600-1¾) | | 2700-2 576 (600-2) |

REIL Rwy 10 **0**
HIRL Rwy 10-28 **0**

WELLSVILLE, NEW YORK
Orig 10266

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)
42°07'N-77°59'W

RNAV (GPS) RWY 28

| | | |
|--|------------------------|--|
| VORTAC ELZ 111.4 Chan 51 | APP CRS 029° | Rwy Idg TDZE Apt Elev N/A N/A 2124 |
|--|------------------------|--|

VOR-A

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)



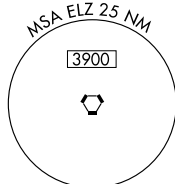
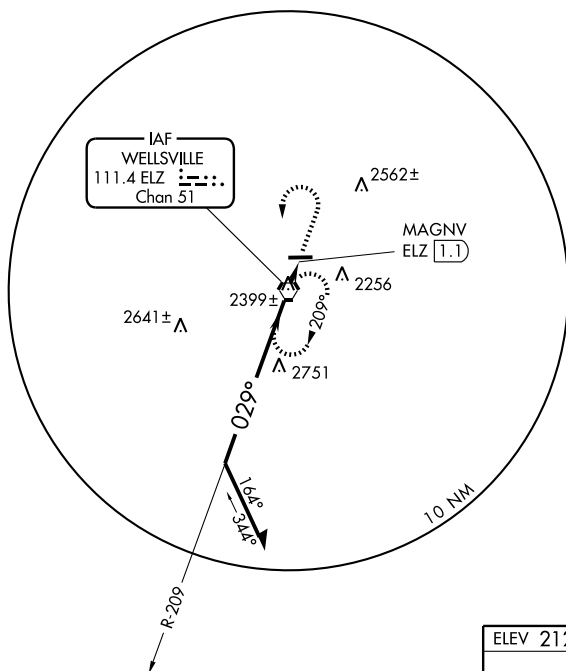
If local altimeter setting not received,
use Bradford, PA altimeter setting.

MISSED APPROACH: Climb to 4100 then
left turn direct ELZ VORTAC and hold.

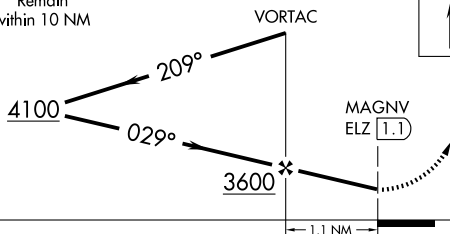
ASOS
119.275

CLEVELAND CENTER
124.325 353.850

UNICOM
123.0 (CTAF) 0



Remain
within 10 NM



2895

ELEV 2124



REIL Rwy 10
HIRL Rwy 10-28

| CATEGORY | A | B | C | D |
|----------|---------------------------------|---------------------------------|-------------------------|-------------------------|
| CIRCLING | 3160-1 1/4 1036 (1100-1 1/4) | 3160-1 1/2 1036 (1100-1 1/2) | 3160-3 1036 (1100-3) | 3200-3 1076 (1100-3) |

| FAF to MAP 1.1 NM | | | | | |
|-------------------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:06 | 0:44 | 0:33 | 0:26 | 0:22 |

VOR-A

AIRPORT DIAGRAM

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (F'OK)
AL-996 (FAA)

WESTHAMPTON BEACH, NEW YORK

SUFFOLK COUNTY TOWER ★
125.3 236.6
GND CON
121.8 225.4

VAR. 13.9° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° E

FIELD
ELEV
67

TERMINAL

CONTROL
TOWER

FIRE
STATION

ANG
RESTRICTED
AREA

RWY 01-19
PCN 17 R/B/Y/T
S-50, D-50, 2D-100
RWYS 06-24, 15-33
PCN 25 R/C/X/T
S-50, D-50, 2D-100

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

WESTHAMPTON BEACH, NEW YORK
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (F'OK)

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

WESTHAMPTON BEACH

FRANCIS S GABRESKI (FOK) CIV/MIL/ANG 3 N UTC-5(-4DT) N40°50.62' W72°37.91'

NEW YORK

67 B S4 FUEL 100LL, JET A TPA-1167(1100) LRA NOTAM FILE FOK

COPTER

RWY 06-24: H9000X150 (ASPH-CONC) S-50, D-50, 2D-100 PCN 25 R/C/X/T HIRL

H-101, 121, L-33B, 341

IAP, DIAP, AD

RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 66'. Trees.

RWY 24: MALS. PAPI(P4L)—GA 3.0° TCH 85'. Trees. Rgt tfc.

RWY 15-33: H5000X150 (ASPH) S-50, D-50, 2D-100

PCN 25 R/C/X/T MIRL 0.3% up NW

RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 67'. Trees.

RWY 33: REIL. VASI(V4L)—GA 3.0° TCH 57.3'. Rgt tfc.

RWY 01-19: H5000X150 (ASPH-CONC) S-50, D-50, 2D-100

PCN 17 R/B/Y/T 0.4% up N

RWY 01: Trees. RWY 19: Trees.

MILITARY SERVICE: JASU (A/M32A-86) 2(MA-1A) Avbl during ANG opr hr.

FUEL J8(Mil) (NC-100LL, A) Avbl during ANG opr hr.

FLUID SP De-Ice LOX OIL O-148-156(Mil) SOAP

AIRPORT REMARKS: Attended 1200-0400Z. Parachute Jumping.

Extensive glider activity. Birds and deer on and in/ovf arpt.

Voluntary noise abatement procedures in effect, ctc arpt manager

631-852-8095. No 180° turns permitted on asphalt section of

Rwy 06-24. All rwy's limited by arpt operator to 50,000 lbs single

and dual wheel and 100,000 lbs dual tandem wheel. Military

parachute drops on fld and offshore from Shinnecock Inlet, 8

miles ESE of fld, 2000 ft AGL and blo. Rwy 15-33 military

maximum effort ldg strip markings (3500X60) on rwy. Rwy 06-24 4000 ft ASPH overlay in center of rwy. When

twr clsd ACTIVATE HIRL Rwy 06-24, MIRL Rwy 15-33, VASI Rwy 33, PAPI Rwy 06, Rwy 15 and Rwy 24, MALS

Rwy 24, REIL Rwy 06, Rwy 15 and Rwy 33—CTAF. US Customs clearance svc avbl with prior notice

718-487-2691.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. CAUTION—Birds and deer hazard. Parachute jumping exercises in/ovf arpt. Extensive glider activity. ANG Radio ctl acft opr 0.5 NM north of Rwy 15 apch end SR-SS, ctc

twr for advisory. PPR DSN 456-7362/4, C631-723-7362/4. PPR for use of helicopter transition pad. Opr 1230-2100Z. Crash facility, limited parking and tran svc during normal duty hr limited to C-130 and HH60 acft only. No svc other times. Advisory for tran aircrews—wingtip clnc waiver in effect on Guard C-130 ramp. Rwy

clsd to acft AUW 100,000 lb except C130/emerg until further notice. CSTMS/AG/IMG Customs clnc svc avbl with

prior notice. (JFK) 718-487-2691 (Military flights will coordinate through Base Operations

631-723-7362/7364). Mon-Fri minimum 24 hr prior notice, Sun and holidays before 2200Z on regular

business day preceding svc req date; maximum passengers 15.

WEATHER DATA SOURCES: ASOS 119.925 (631) 288-0588.

COMMUNICATIONS: CTAF 125.3 UNICOM 122.95

R NEW YORK APP/DEP CON 125.975 343.75 343.65

TOWER 125.3 236.6 (1200-0400Z) GND CON 121.8 225.4

ANG OPS (RESCUE OPS) 287.5

AIRSPACE: CLASS D svc 1200-0400Z other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

CALVERTON (L) VORW/DME 117.2 CCC Chan 119 N40°55.78' W72°47.93' 137° 9.2 NM to fld. 86/13W.

SUFFOLK CO (T) TACAN Chan 47 FOK (111.0) N40°50.27' W72°37.91' at fld. 50/13W. NOTAM FILE FOK.

Unmonitored when twr clsd. No NOTAM MP Mon 1600-2000Z.

SQUIR NDB (LOM) 400 FO N40°54.27' W72°33.39' 236° 5 NM to fld. LOM unmonitored.

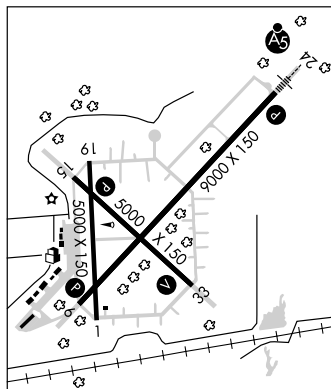
NDB unusable;

251°-280° byd 7 NM

281°-250° byd 10 NM.

ILS 111.7 I-FOK Rwy 24. LOM SQUIR NDB. Unmonitored when tower is closed. Middle marker

unmonitored. LOM unmonitored.



| | | | |
|--------------|-------------|----------|-----------|
| LOC I-FOK | APP CRS | Rwy Idg | 9000 |
| 111.7 | 236° | TDZE | 66 |
| | | Apt Elev | 67 |

COPTER ILS or LOC RWY 24

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

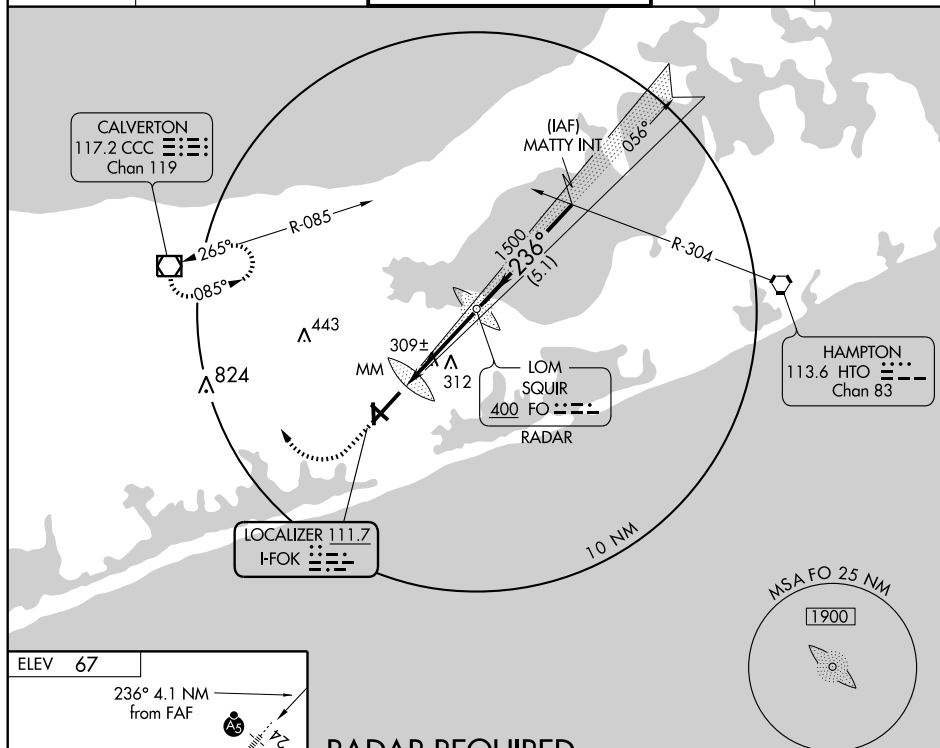


If local altimeter setting not received,
use Long Island MacArthur altimeter setting
and increase all DA/MDAs 60 feet.

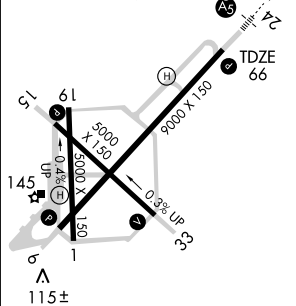


MISSED APPROACH: Climb to 600 then climbing right
turn to 2000 direct CCC VOR/DME and hold.

| | | | | |
|------------------------|---|---|-------------------------------|-------------------------|
| ASOS 119.925 | NEW YORK APP CON 125.975 343.65 | SUFFOLK COUNTY TOWER ★ 125.3 (CTAF) 236.6 | GND CON 121.8 225.4 | UNICOM 122.95 |
|------------------------|---|---|-------------------------------|-------------------------|



ELEV 67

236° 4.1 NM
from FAF

HIRL Rwy 6-24
MIRL Rwy 15-33
REIL Rwy 6, 15, and 33

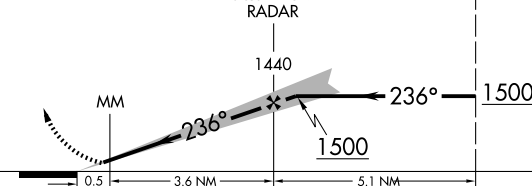
FAF to MAP 4.1 NM

| Knots | 45 | 60 | 75 | 90 | 105 |
|---------|------|------|------|------|------|
| Min:Sec | 5:28 | 4:06 | 3:17 | 2:44 | 2:21 |

RADAR REQUIRED

600

2000

CCC
117.2VGS and ILS glidepath
not coincident.SQUIR LOM
RADARMATTY
INTGS 3.00°
TCH 61

| CATEGORY | COPTER |
|----------|--------------------------|
| H-ILS 24 | 266-1/4 200 (200-1/4) |
| H-LOC 24 | 560-1/4 494 (500-1/4) |

WESTHAMPTON BEACH, NEW YORK

Amdt 2A 08269

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

40°51'N - 72°38'W

COPTER ILS or LOC RWY 24

| | | | |
|--------------|-------------|----------|-----------|
| LOC I-FOK | APP CRS | Rwy Idg | 9000 |
| 111.7 | 236° | TDZE | 66 |
| | | Apt Elev | 67 |

ILS or LOC RWY 24

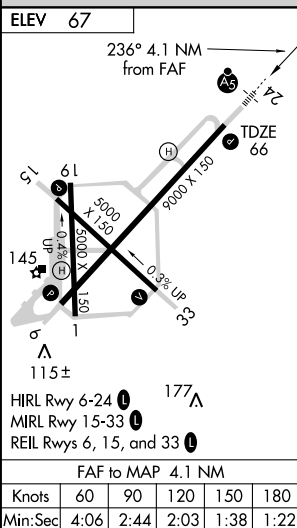
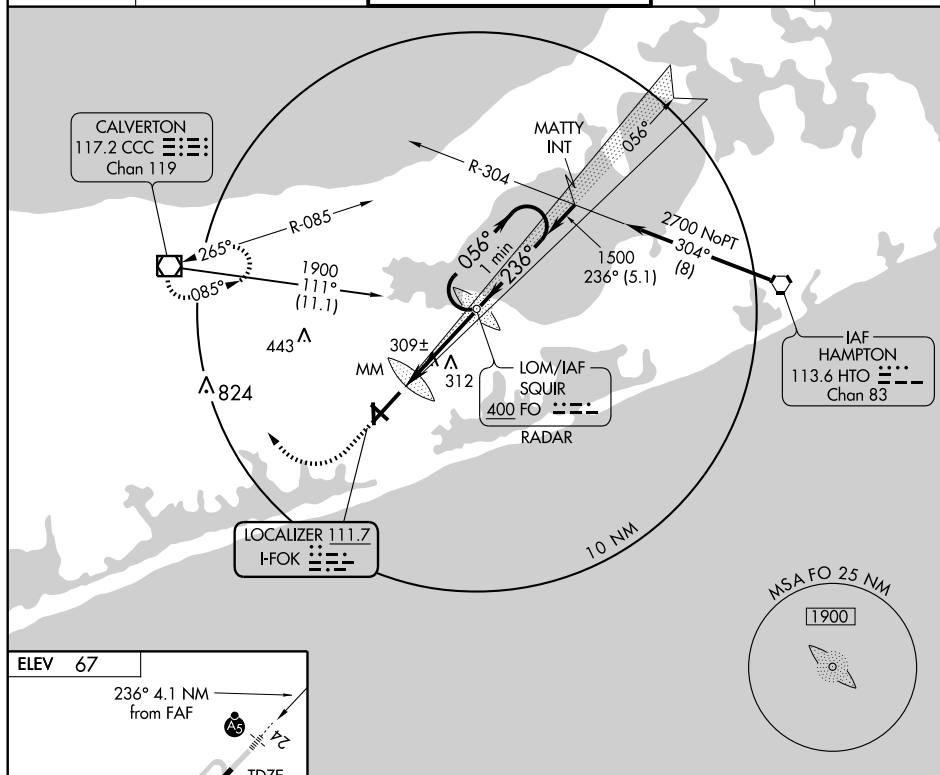
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

▼ If local altimeter setting not received,
use Long Island MacArthur altimeter setting
and increase all DA/MDAs 60 feet.



MISSED APPROACH: Climb to 600 then climbing right
turn to 2000 direct CCC VOR/DME and hold.

| | | | | |
|------------------------|---|---|-------------------------------|-------------------------|
| ASOS 119.925 | NEW YORK APP CON 125.975 343.65 | SUFFOLK COUNTY TOWER ★ 125.3 (CTAF) 236.6 | GND CON 121.8 225.4 | UNICOM 122.95 |
|------------------------|---|---|-------------------------------|-------------------------|



| 600 | 2000 | CCC 117.2 | SQUIR LOM RADAR | One Minute Holding Pattern |
|--|----------------------|----------------------|----------------------|-------------------------------|
| VGSI and descent angles not coincident. | | | | |
| MM | 1440 | 056° | 1700 | GS 3.00° TCH 61 |
| 0.5 | 3.6 NM | 1500 | | |
| CATEGORY | A | B | C | D |
| S-ILS 24 | 266-½ 200 (200-½) | | | |
| S-LOC 24 | 560-½ 494 (500-½) | | 560-¾ 494 (500-¾) | 560-1 494 (500-1) |
| CIRCLING | 600-1 533 (600-1) | 620-1 553 (600-1) | 620-½ 553 (600-½) | 640-2 573 (600-2) |

WESTHAMPTON BEACH, NEW YORK

Amdt 9A 08269

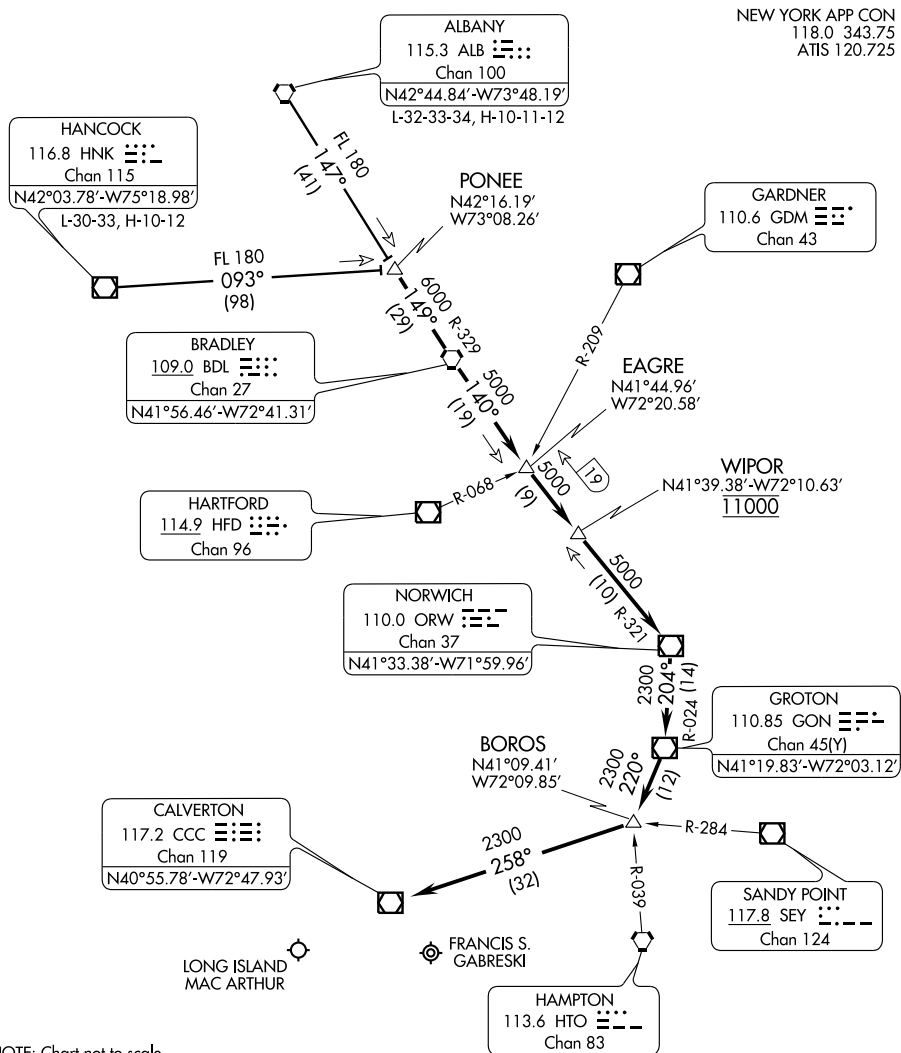
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

40°51'N - 72°38'W

ILS or LOC RWY 24

PONEE TWO ARRIVAL

NEW YORK, NEW YORK



NOTE: Chart not to scale.

ALBANY TRANSITION (ALB.PONEE2): From over ALB VORTAC via ALB R-147 to PONEE INT. Thence. . .

HANCOCK TRANSITION (HNK.PONEE2): From over HNK VOR/DME via HNK R-093 to PONEE INT. Thence. . .

. . . . From over PONEE INT via BDL R-329 to BDL VORTAC; then via BDL R-140 to ORW VOR/DME, then via ORW R-204 to GON VOR/DME, then via GON R-220 to BOROS INT, then direct to CCC VOR/DME. Expect radar vectors to final approach course.

PONEE TWO ARRIVAL

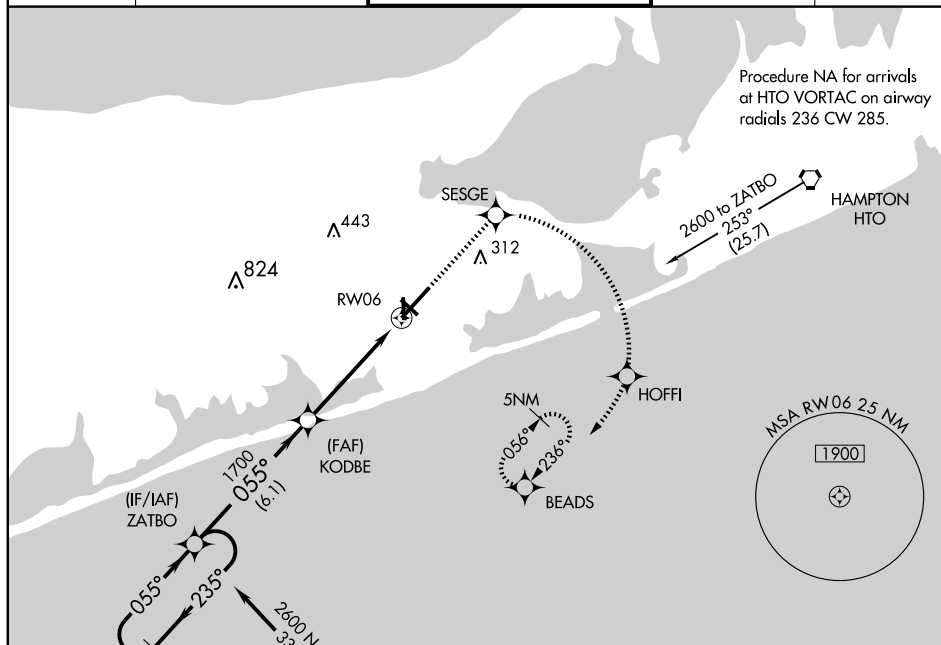
NEW YORK, NEW YORK

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 81822 W06A | APP CRS 055° | Rwy Idg TDZE Apt Elev | 9000 57 67 |
|--|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) RWY 6

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

| | | | | |
|------------------------|---|--|-------------------------------|-------------------------|
| DME/DME RNP-0.3 NA. | | MISSED APPROACH: Climb to 2600 direct SESGE and right turn via 154° track to HOFFI and via 236° track to BEADS and hold. | | |
| ASOS 119.925 | NEW YORK APP CON 125.975 343.65 | SUFFOLK COUNTY TOWER ★ 125.3 (CTAF) 0 236.6 | GND CON 121.8 225.4 | UNICOM 122.95 |



| | | | | |
|--|--|--|--|--|
| 7 NM Holding Pattern | | | | |
| ZATBO | | | | |
| <div> <div>2600</div> <div>SESGE</div> <div>HOFFI</div> <div>BEADS</div> </div> | | | | |
| <div> <div>2600</div> <div>055°</div> <div>235°</div> <div>236°</div> <div>154°</div> <div>236°</div> </div> | | | | |
| <div> <div>GS 3.00°</div> <div>TCH 60</div> <div>KODBE</div> <div>RW06</div> <div>BEADS</div> </div> | | | | |
| <div> <div>6.1 NM</div> <div>3.9 NM</div> <div>1.0 NM</div> </div> | | | | |
| <div> <div>CATEGORY</div> <div>A</div> <div>B</div> <div>C</div> <div>D</div> </div> | | | | |
| <div> <div>LPV DA</div> <div>332-1</div> <div>275 (300-1)</div> </div> | | | | |
| <div> <div>LNAV/VNAV DA</div> <div>415-1¼</div> <div>358 (400-1¼)</div> </div> | | | | |
| <div> <div>LNAV MDA</div> <div>440-1</div> <div>383 (400-1)</div> <div>440-1¼</div> <div>383 (400-1¼)</div> </div> | | | | |
| <div> <div>CIRCLING</div> <div>600-1¼</div> <div>640-1¼</div> <div>640-1½</div> <div>640-2</div> <div>533 (600-1¼)</div> <div>573 (600-1¼)</div> <div>573 (600-1½)</div> <div>573 (600-2)</div> </div> | | | | |

WESTHAMPTON BEACH, NEW YORK

Amdt 1 08269

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

40°51'N - 72°38'W

RNAV (GPS) RWY 6

HIRL Rwy 6-24 0
MIRL Rwy 15-33 0
REIL Rws 6, 15, and 33 0

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

| | | |
|--|------------------------|---|
| WAAS CH 40009 W24A | APP CRS 236° | Rwy Idg 9000 TDZE 66 Apt Elev 67 |
|--|------------------------|---|

RNAV (GPS) RWY 24

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

T If local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Long Island MacArthur altimeter setting. Baro-VNAV NA below -15°C (5°F). For inoperative MALSR increase LPV visibility to 1 mile all CATS. DME/DME RNP-0.3 NA.

MALSR

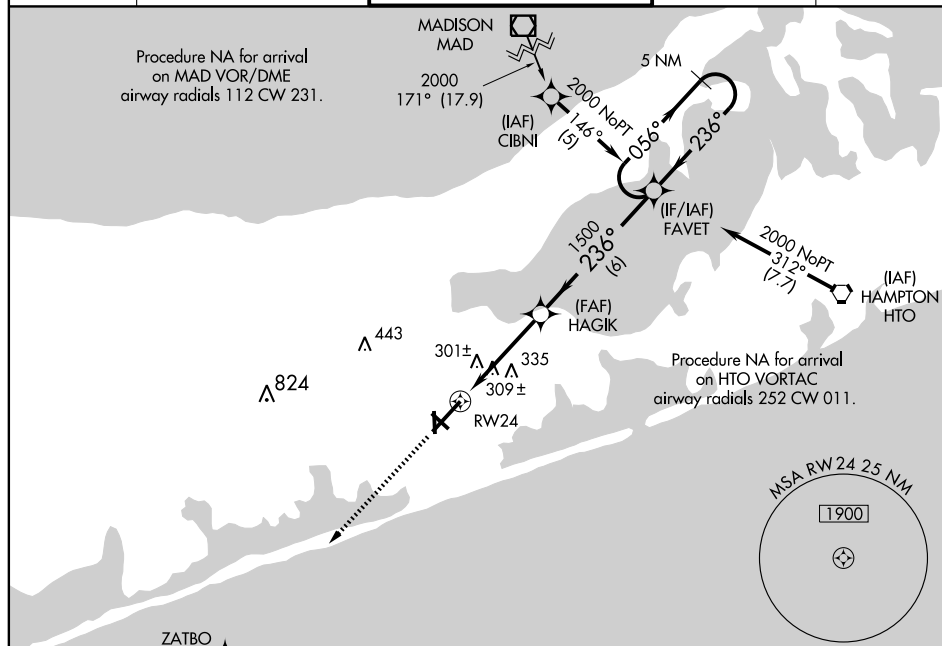
MISSED APPROACH:
Climb to 2600 direct
ZATBO and hold.

ASOS
119,925

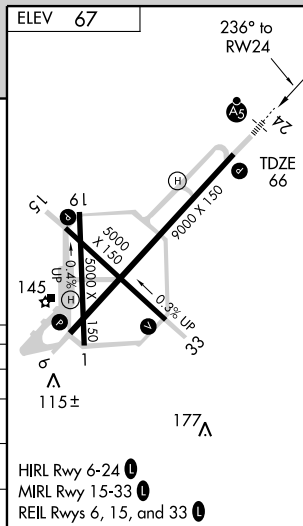
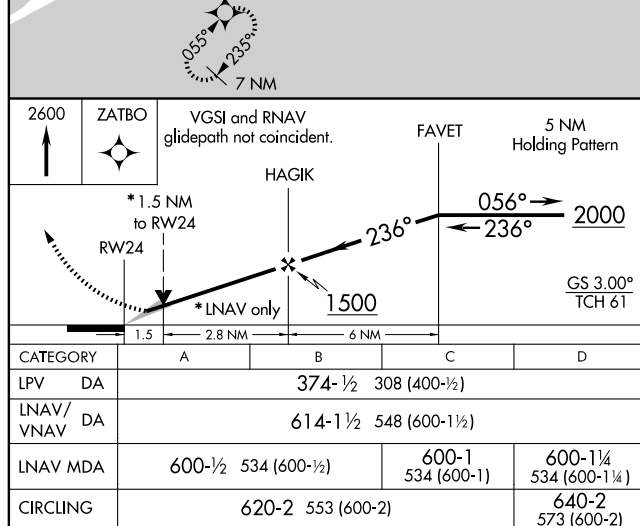
NEW YORK APP CON
125.975 343.65

SUFFOLK COUNTY TOWER
125.3 (CTAF) **L** 236.6

GND CON
121,8 225,4

UNICOM
122.95

NE-2. 23 SEP 2010 to 21 OCT 2010



WESTHAMPTON BEACH, NEW YORK
Amdt 1 08269

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)
40°51'N - 72°38'W **PNAY (GPS) PWY 24**

RNAV (GPS) RWY 24

FOK TACAN
Chan **47**

APCH CR
063°

| | |
|-----------|------|
| Rwy Idg | 9000 |
| TDZE | 57 |
| Arpt Elev | 67 |

AL-996 [USAF]

WESTHAMPTON BEACH/
FRANCIS S. GABRESKI (KFOK)

When control zone not effective, procedure not authorized.

MISSED APPROACH: Climbing right turn to 2000 via FOK TACAN R-084 to FOK 15 DME (SKALP) and hold.

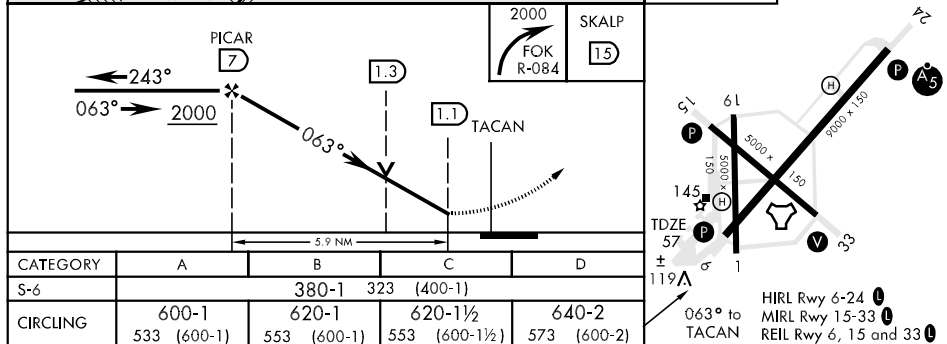
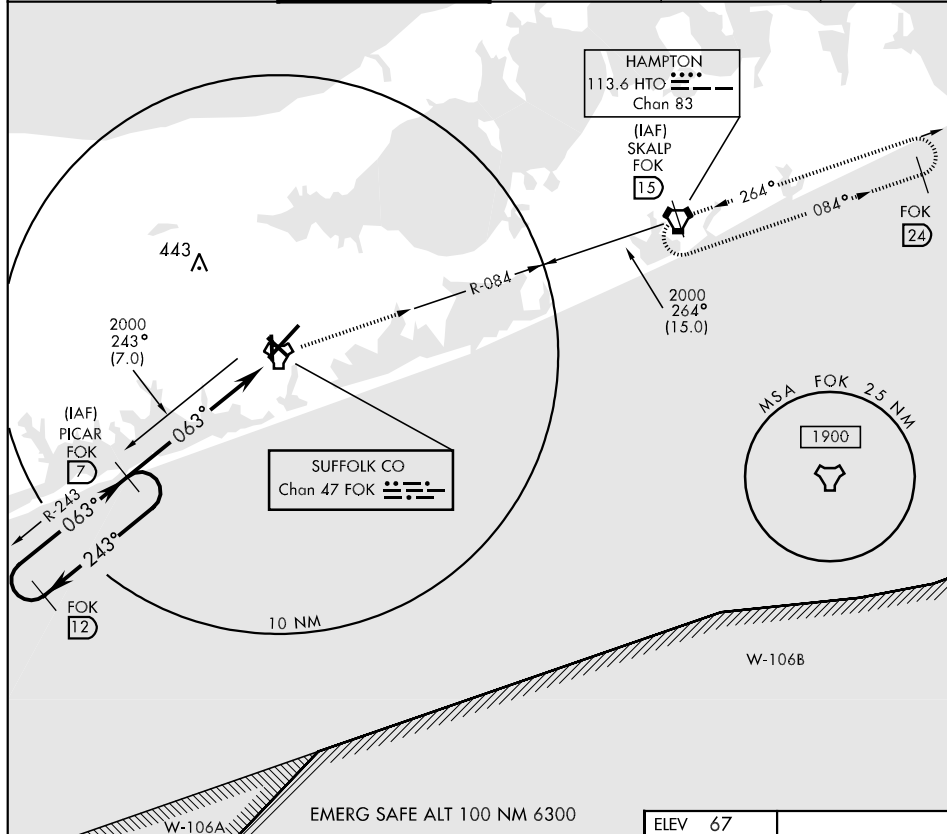
NEW YORK APP CON
125.975 343.65

SUFFOLK CO TOWER ★
125.3 (CTAF) **L** 236.6

GND CON
121.8 225.4

UNICOM
122.95

ASOS
119.925



WESTHAMPTON BEACH, NEW YORK

40° 51' N-72° 38' W

WESTHAMPTON BEACH/
FRANCIS S. GABRESKI (KFOK)

TACAN RWY 6

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

FOK TACAN
Chan 47

APCH CRS
230°

| | |
|-----------|------|
| Rwy Idg | 9000 |
| TDZE | 66 |
| Arpt Elev | 67 |

AL-996 [USAF]

WESTHAMPTON BEACH/
FRANCIS S. GABRESKI (KFOK)

When control zone not effective, procedure not authorized.



MISSED APPROACH: Climb to 1800 via R-243 to 7 DME
CCW Arc to FAIR 7 DME and hold.

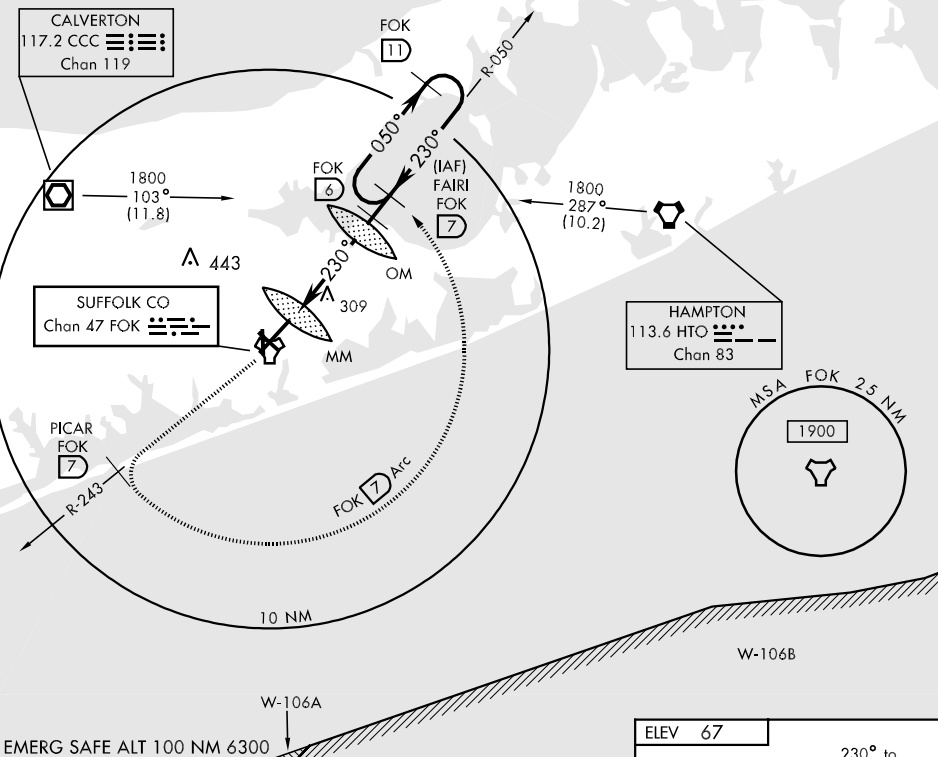
NEW YORK APP CON
125.975 343.65

SUFFOLK CO TOWER ★
125.3 (CTAF) **L** 236.6

GND CON
121.8 225.4

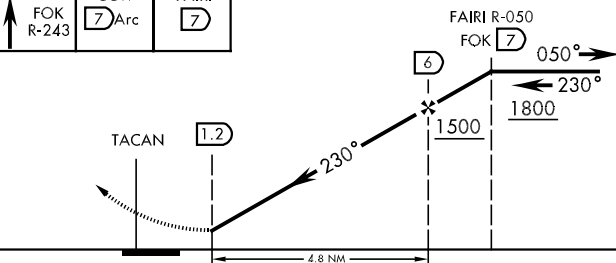
UNICOM
122.95ASOS
119.925

CALVERTON
117.2 CCC 
Chan 119

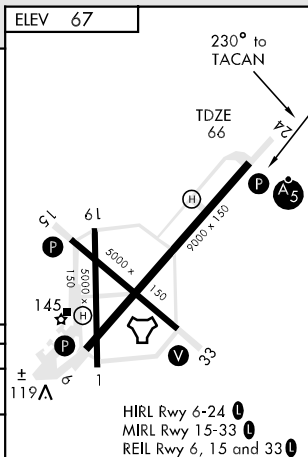


EMERG SAFE ALT 100 NM 6300

| | | |
|---------------------------|--------------|------------|
| 1800 ↑ FOK R-243 | CCW 7 Arc | FAIRI 7 |
|---------------------------|--------------|------------|



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|------------------------|
| S-24 | 600-½ 534 (600-½) | | 600-1 534 (600-1) | 600-1¼ 534 (600-1¼) |
| CIRCLING | 600-1 533 (600-1) | 620-1 553 (600-1) | 620-1½ 553 (600-1½) | 640-2 573 (600-2) |



WESTHAMPTON BEACH, NEW YORK

40° 51' N-72° 38' W

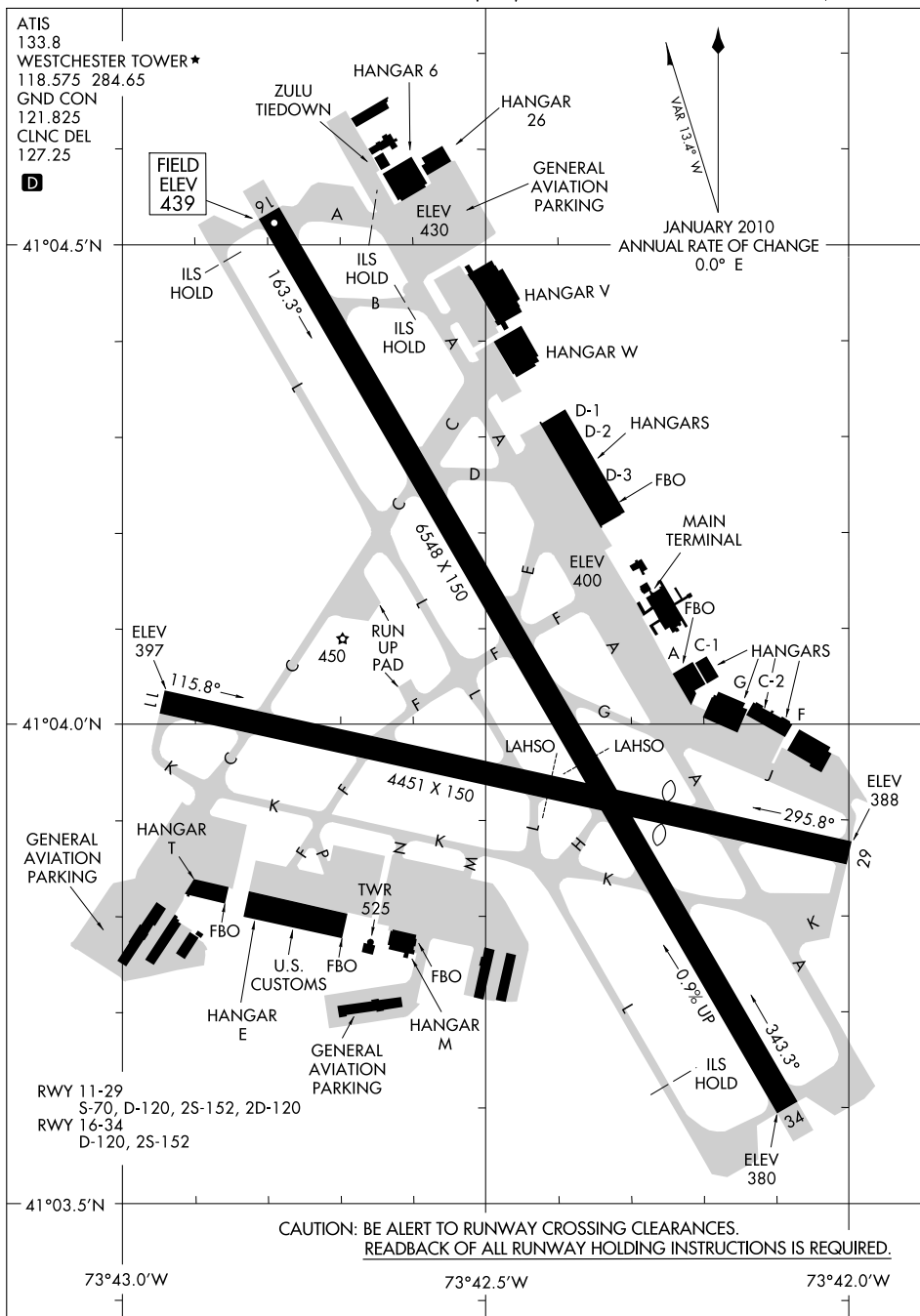
08325

TACAN RWY 24
WESTHAMPTON BEACH/
FRANCIS S. GABRESKI (KEOKY)

NE-2. 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

WHITE PLAINS/WESTCHESTER COUNTY (HPN)
AL-651 (FAA) WHITE PLAINS, NEW YORK



AIRPORT DIAGRAM

WHITE PLAINS, NEW YORK
WHITE PLAINS/WESTCHESTER COUNTY (HPN)

WHITE PLAINS

WESTCHESTER CO

(HPN) 3 NE UTC-5(-4DT) N41°04.02' W73°42.45'

NEW YORK

439 B S4 FUEL 100LL JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index B NOTAM FILE HPN COPTER

H-10I, 12I, L-33B, 34H

IAP. AD

RWY 16: MALSR, TDZL, PAPI(P4L)—GA 3.0° TCH 72'.

RWY 34: REIL. PAPI(4PL)—GA 3.0° TCH 56'. Trees.

RWY 11-29: H4451X150 (ASPH-GRVD) S-70, D-120, 2S-152,
2D-120 MIRL

RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 52'. Trees.

RWY 29: Thld dsplcd 1287'. Trees.

LAND AND HOLD SHORT OPERATIONS

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---------|------------------|-----------|
| RWY 11 | 16-34 | 2500 |
| RWY 16 | 11-29 | 4000 |

RUNWAY DECLARED DISTANCE INFORMATION

RWY 11: TORA-4451 TODA-4451 ASDA-4451 LDA-4451

RWY 16: TORA-6548 TODA-6548 ASDA-6548 LDA-6548

RWY 29: TORA-4451 TODA-4451 ASDA-4451 LDA-3164

RWY 34: TORA-6548 TODA-6548 ASDA-6548 LDA-6548

AIRPORT REMARKS: Attended continuously. Deer, birds and other wildlife

on and invof arpt. PAEW adjacent south edge hanger 6 ramp.

Equipment and materials staged adjacent to the southern edge of

Hangar 6 ramp. Be alert: Ground equipment opr adjacent to the

east side of Twy A between Twy G and Twy F. During warmer

months PAEW adjacent to rwy and twy safety areas. Rwy 11-29 pavement condition, fair with numerous

cracks. Noise abatement procedures in effect ctc arpt management 914-995-4861. Acft over 120,000 lbs gross ldg weight must have prior permission. Ctc arpt manager or designee 914-995-4856 with maximum gross

tkf weight. Acft over 100,000 lbs must ctc arpt opr on 122.95 with actual tkf and ldg weights. Arpt opr avbl

continuously on 122.95. When twr clsd ACTIVATE HIRL Rwy 16-34, MIRL Rwy 11-29, MALSR Rwy 16, REIL

Rwy 11 and Rwy 34, and twy lgts—CTAF. PAPI Rwy 11 and Rwy 16 oper 24 hrs. Ldg fee. Flight Notification

Service (ADCUS) available. NOTE: See Special Notices—Westchester Co Noise Abatement Procedures.

WEATHER DATA SOURCES: ASOS (914) 288-0216.

COMMUNICATIONS: CTAF 118.575 D-ATIS 133.8 (914) 948-0130

UNICOM 122.95

® NEW YORK APP CON 126.4 (1200-0400Z±) 120.8(0400-1200Z±) 124.65

TOWER 118.575 (1100-0400Z±) GND CON 121.825 CLNC DEL 127.25

® NEW YORK DEP CON 120.55

PRE-TAXI CLNC 127.25

AIRSPACE: CLASS D svc 1100-0400Z± other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

CARMEL (L) VORW/DME 116.6 CMK Chan 113 N41°16.80' W73°34.88' 216° 14 NM to fld. 690/12W.

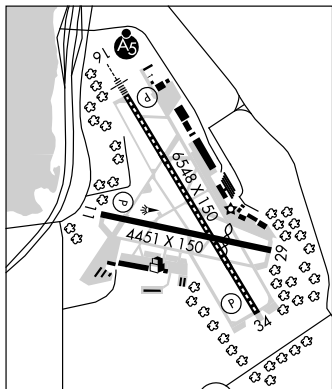
HESTR NDB (LOM) 281 HP N41°08.72' W73°45.99' 162° 5.4 NM to fld. NOTAM FILE HPN.

Unusable beyond 11 NM. Unmonitored when tower clsd.

ILS/DME 109.7 I-HPN Chan 34 Rwy 16. Class IA. LOM HESTR NDB. HESTR NDB/LOM unusable

beyond 11 NM. LOM unmonitored when twr clsd. LOC unusable byd 22° left of course. DME unusable byd 17 NM blo 2000'.

ILS/DME 109.7 I-OJZ Chan 34 Rwy 34. Class IA.



(BOUNO.BOUNO4) 08045
BOUNO FOUR ARRIVAL

ST-651 (FAA)

WESTCHESTER COUNTY
WHITE PLAINS, NEW YORK

DANBURY MUNI ATIS 127.75
WESTCHESTER COUNTY ATIS 133.8
NEW YORK APP CON
128.62 (1200-0400Z) 343.75
133.1 (0400-1200Z) 343.75

CARMEL
116.6 CMK
Chan 113

MADISON
110.4 MAD
Chan 41

BRIDGEPORT
108.8 BDR
Chan 25
N41°09.64'
W73°07.47'

WESTO
N41°09.48'
W72°56.01'
Expect to cross
at 6,000'.

EILEN
N41°09.41'
W72°51.44'

RYMES
N41°11.50'
W73°31.85'

WESTCHESTER
COUNTY

DEER PARK
117.7 DPK
Chan 124
N40°47.51'
W73°18.22'

Expect to cross at 15000'
and 250K.

KENNEDY
115.9 JFK
Chan 106

SOUND
N40°51.86'
W73°09.38'

Expect to cross
at 13000'.

Expect to cross at 11000'.

Expect to cross at 11000'.

BOUNO
N40°21.93'
W73°27.42'

Expect to cross at 17000'.

Note: STAR applicable to
aircraft flight planned
at FL180 or above.

COYLE
113.4 CYN
Chan 81
N39°49.04'-W74°25.90'
L-34, H-10-12

BECKR
N39°35.28'
W74°17.23'

L-34, H-10-12

SEA ISLE
114.8 SIE
Chan 95
N39°05.73'
W74°48.02'

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

COYLE TRANSITION (CYN.BOUNO4): From over CYN VORTAC via CYN R-063 to BOUNO INT. Thence . . .

SEA ISLE TRANSITION (SIE.BOUNO4): From over SIE VORTAC via SIE R-048 to BOUNO INT. Thence . . .

. . . From over BOUNO INT via DPK R-207 to DPK VOR/DME, then via DPK R-069 to ZAHNN INT, then via CCC R-002 to EILEN INT, then via BDR R-103 to BDR VOR/DME, then via BDR R-288 to RYMES INT. Expect radar vectors to final approach course.

LOC/DME I-HPN
109.7
 Chan **34**

APP CRS
162°

Rwy Idg **6548**
 TDZE **439**
 Apt Elev **439**

COPTER ILS or LOC/DME RWY 16

WHITE PLAINS/WESTCHESTER COUNTY (HPN)

▼ When local altimeter setting not received, use La Guardia altimeter setting and increase DA to 792 and MDA 120 feet; increase all visibilities ½ mile. VDP NA when using La Guardia altimeter setting.

MALSR
 A5

MISSED APPROACH: Climb to 1000 then climbing left turn to 2300 on heading 090° and CMK VOR/DME R-200 to CMK VOR/DME and hold.

ATIS
133.8

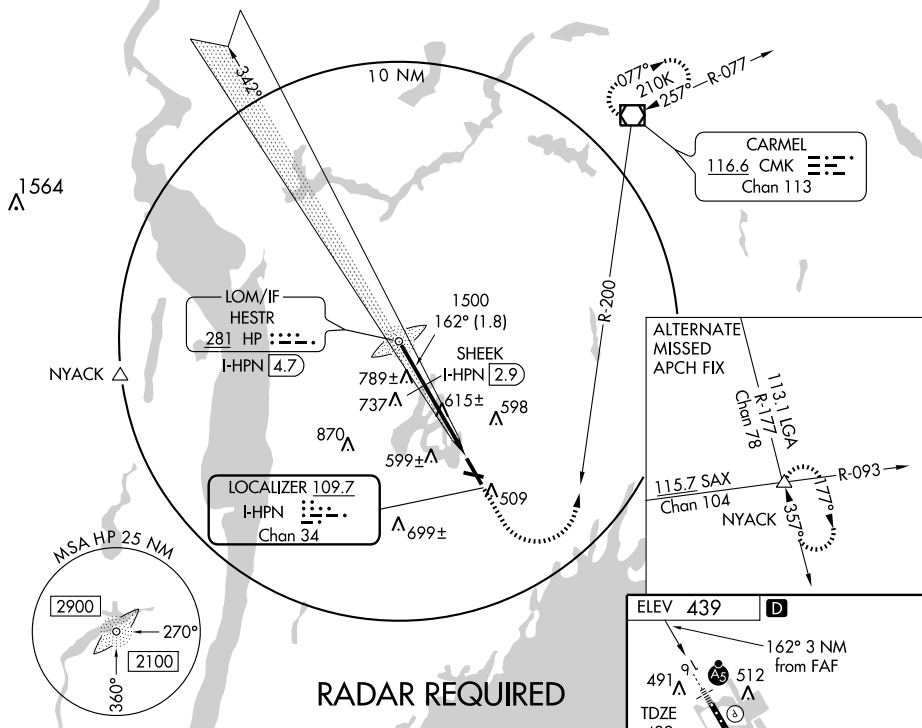
NEW YORK APP CON
126.4 120.8 257.65

WESTCHESTER TOWER ★
118.575 (CTAF) 0 284.65

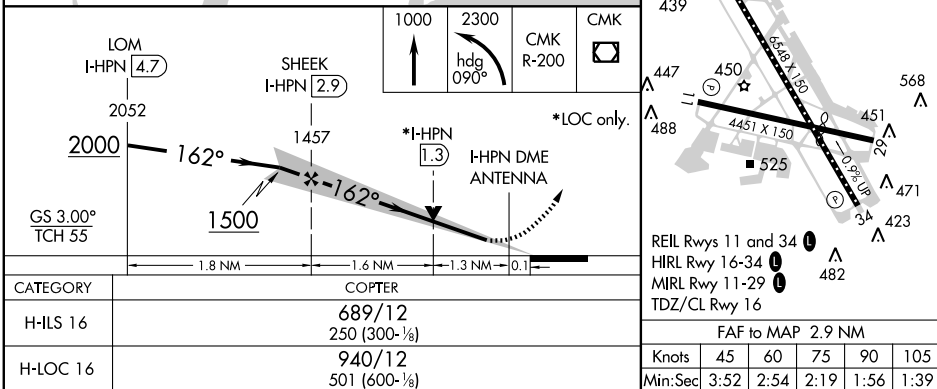
GND CON
121.825

CLNC DEL
127.25

UNICOM
122.95



RADAR REQUIRED



WHITE PLAINS, NEW YORK

Orig-E 23SEP10

41°04'N-73°42'W

WHITE PLAINS/WESTCHESTER COUNTY (HPN)

COPTER ILS or LOC/DME RWY 16

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

WHITE PLAINS/WESTCHESTER COUNTY (HPN)

MISSED APPROACH:
Climb to 1000 then
climbing left turn to
2300 on heading 090°
and CMK VOR/DME
R-200 to CMK VOR/
DME and hold.

UNICOM
122.95

| CATEGORY | A | B | C | D |
|--------------------|--------------------|-------------|-------------------------|-------------------------|
| S-ILS 16 | 689/40 250 (300-¾) | | | |
| S-LOC 16 | 1040/40 | 601 (700-¾) | 1040/60 601 (700-1¼) | 1040-1½ 601 (700-1½) |
| CIRCLING | 1040-1 | 601 (700-1) | 1040-1¾ 601 (700-1¾) | 1040-2 601 (700-2) |
| ZONGA FIX MINIMUMS | | | | |
| S-LOC 16 | 940/40 | 501 (600-¾) | 940/50 | 501 (600-1) |
| CIRCLING | 980-1 | 541 (600-1) | 980-1½ 541 (600-1½) | 1000-2 561 (600-2) |

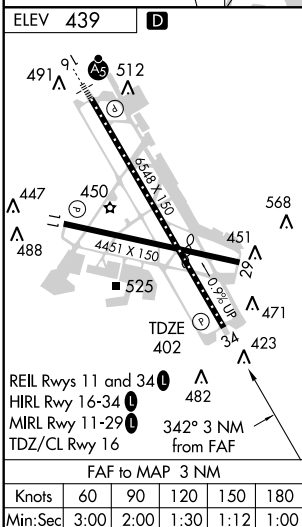
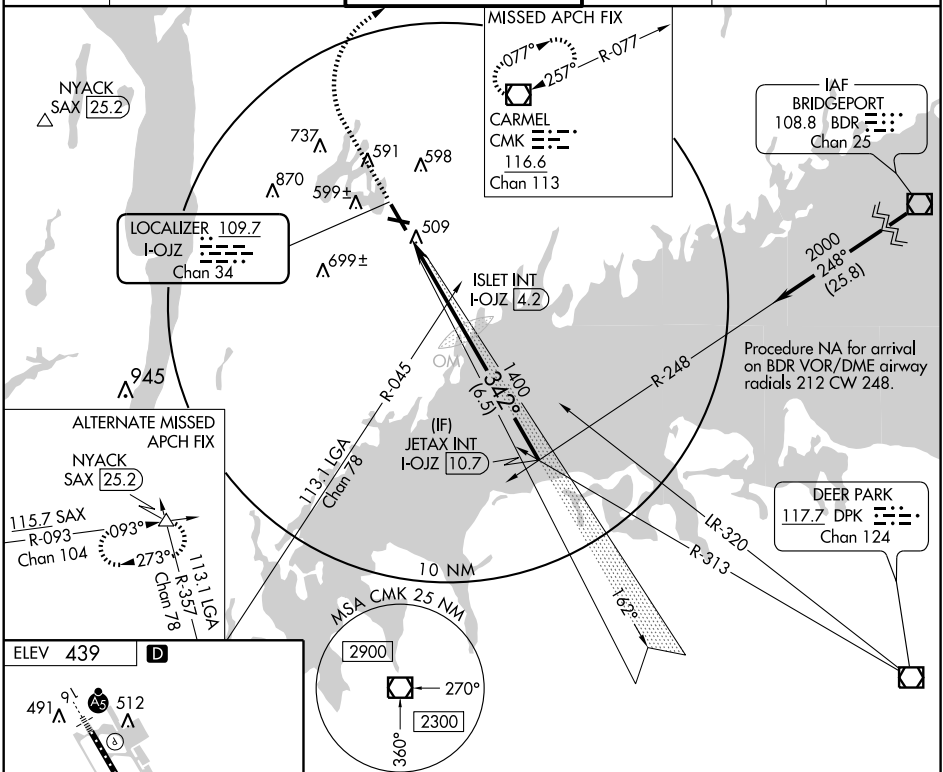
| | | |
|---|------------------------|---|
| LOC/DME I-OJZ 109.7 Chan 34 | APP CRS 342° | Rwy Idg 6548 TDZE 402 Apt Elev 439 |
|---|------------------------|---|

ILS or LOC RWY 34

WHITE PLAINS/WESTCHESTER COUNTY (HPN)

| | |
|--|---|
| <p>⚠ Circling to Rwy 11, 29 and 34 NA at night. Visibility reduction by helicopters NA.</p> <p>⚠ When local altimeter setting not received, use La Guardia altimeter setting and increase all DA to 827 and all MDA 120 feet; increase S-ILS 34 visibility all Cats ¼ mile, S-LOC 34 visibility Cats C and D ½ mile and Circling Cat C and D ¼ mile.</p> | <p>MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct CMK VOR/DME and hold.</p> |
|--|---|

| | | | | | |
|----------------------|---|---|---------------------------|---------------------------|-------------------------|
| ATIS 133.8 | NEW YORK APP CON 126.4 120.8 257.65 | WESTCHESTER TOWER ★ 118.575 (CTAF) 0 284.65 | GND CON 121.825 | CLNC DEL 127.25 | UNICOM 122.95 |
|----------------------|---|---|---------------------------|---------------------------|-------------------------|



1100

2300

CMK

ISLET INT
I-OJZ 4.2

JETAX INT
I-OJZ 10.7

1400

1400

2000

342°

Procedure Turn NA

GS 3.00°

TCH 55

3 NM

6.5 NM

| | | | | |
|----------|---------------------|-------------|---------------------|--------------------|
| CATEGORY | A | B | C | D |
| S-ILS 34 | 724/60 322 (400-1¼) | | | |
| S-LOC 34 | 800/50 | 398 (400-1) | 800/60 398 (400-1¼) | |
| CIRCLING | 980-1 | 541 (600-1) | 980-1½ 541 (600-1½) | 1000-2 561 (600-2) |

WHITE PLAINS, NEW YORK

Amdt 4 23SEP10

WHITE PLAINS/WESTCHESTER COUNTY (HPN)

41°04'N-73°42'W

ILS or LOC RWY 34

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

| CITY/AIRPORT | LDG RWY | HOLD-SHORT POINT | MEASURED DISTANCE |
|------------------------------|---------|------------------|-------------------|
| ALBANY, NY | | | |
| ALBANY INTL (ALB) | 01 | 10-28 | 4,150 feet |
| | 28 | 01-19 | 3,750 feet |
| ATLANTIC CITY, NJ | | | |
| ATLANTIC CITY INTL (ACY) | 04 | 13-31 | 3,550 feet |
| | 13 | 04-22 | 3,600 feet |
| | 31 | 04-22 | 5,750 feet |
| ELMIRA, NY | | | |
| ELMIRA/CORNING RGNL (ELM) | 24 | 10-28 | 4,750 feet |
| | 28 | 06-24 | 3,050 feet |
| FARMINGDALE, NY | | | |
| REPUBLIC (FRG) | 32 | 01-19 | 3,650 feet |
| ISLIP, NY | | | |
| LONG ISLAND MAC ARTHUR (ISP) | 06 | 15R-33L | 4,200 feet |
| | 10 | 15R-33L | 3,000 feet |
| | 15R | 10-28 | 4,600 feet |
| | 24 | 10-28 | 4,600 feet |
| | 28 | 06-24 | 4,500 feet |
| NEW YORK, NY | | | |
| LA GUARDIA (LGA) | 04 | 13-31 | 4,600 feet |
| | 31 | 04-22 | 5,500 feet |
| NEWARK, NJ | | | |
| NEWARK LIBERTY INTL (EWR) | 11 | 04R-22L | 5,700 feet |
| | 04L | 11-29 | 7,750 feet |
| | 04R | 11-29 | 8,100 feet |
| POUGHKEEPSIE, NY | | | |
| DUTCHESS COUNTY (POU) | 06 | 15-33 | 3,150 feet |
| SYRACUSE, NY | | | |
| SYRACUSE HANCOCK INTL (SYR) | 10 | 15-33 | 7,700 feet |
| | 15 | 10-28 | 6,000 feet |
| TETERBORO, NJ | | | |
| TETERBORO (TEB) | 01 | 06-24 | 4,550 feet |
| | 06 | 01-19 | 3,750 feet |
| WHITE PLAINS, NY | | | |
| WESTCHESTER COUNTY (HPN) | 11 | 16-34 | 2,500 feet |
| | 16 | 11-29 | 4,000 feet |

| | | |
|----------------------|------------------------|---|
| LOM HP 281 | APP CRS 162° | Rwy Idg 6548 TDZE 439 Apt Elev 439 |
|----------------------|------------------------|---|

NDB RWY 16

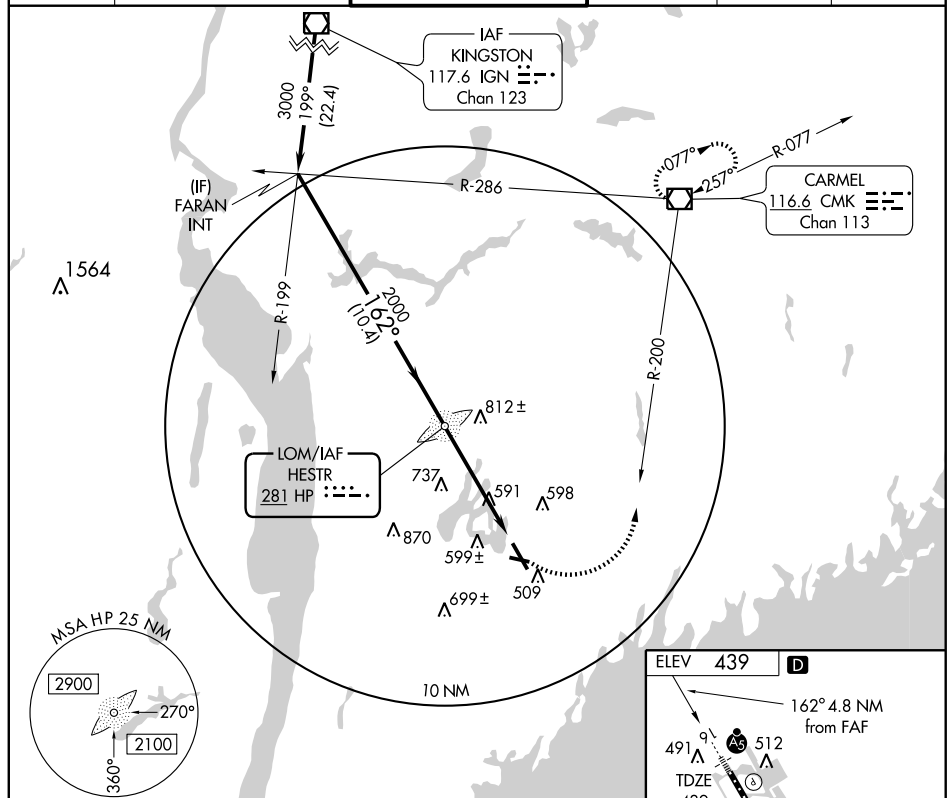
WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use La Guardia altimeter setting and increase all MDA 120 feet; increase S-16 Cats C and D, and Circling Cats B, C, and D visibility ¼ mile.

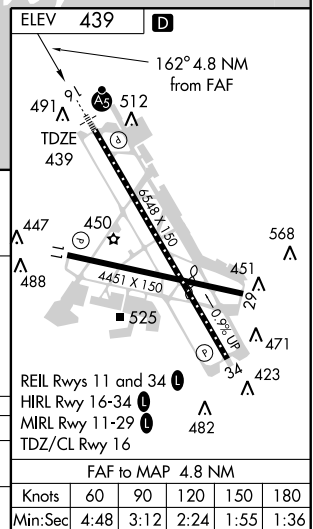


MISSED APPROACH: Climbing left turn to 2300 via heading 090° and CMK VOR/DME R-200 to CMK VOR/DME and hold.

| | | | | | |
|----------------------|---|---|---------------------------|---------------------------|-------------------------|
| ATIS 133.8 | NEW YORK APP CON 126.4 120.8 257.65 | WESTCHESTER TOWER ★ 118.575 (CTAF) 284.65 | GND CON 121.825 | CLNC DEL 127.25 | UNICOM 122.95 |
|----------------------|---|---|---------------------------|---------------------------|-------------------------|

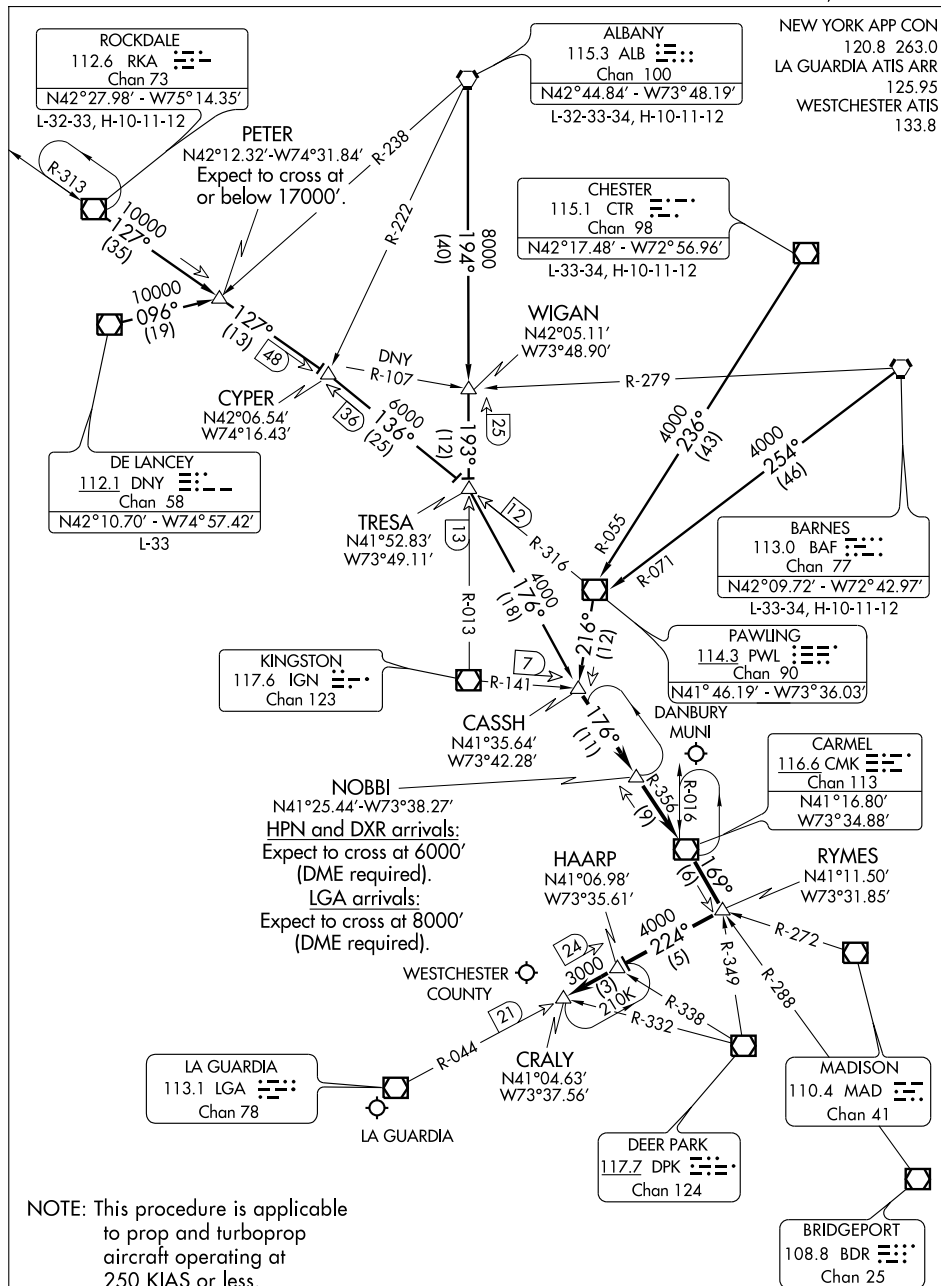


| | | | | |
|---|---------|-------------|-------------------------|-------------------------|
| <p>FARAN</p> <p>3000</p> <p>Procedure Turn NA</p> <p>LOM</p> <p>2000</p> <p>162°</p> <p>10.4 NM</p> <p>4.8 NM</p> | | | | |
| CATEGORY | A | B | C | D |
| S-16 | 1120/40 | 681 (700-¾) | 1120-1½ 681 (700-1½) | 1120-2 681 (700-2) |
| CIRCLING | 1120-1 | 681 (700-1) | 1120-2 681 (700-2) | 1120-2½ 681 (700-2½) |



NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK



(NARRATIVE ON FOLLOWING PAGE)

NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.NOBBI5): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

CHESTER TRANSITION (CTR.NOBBI5): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

DE LANCEY TRANSITION (DNY.NOBBI5): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

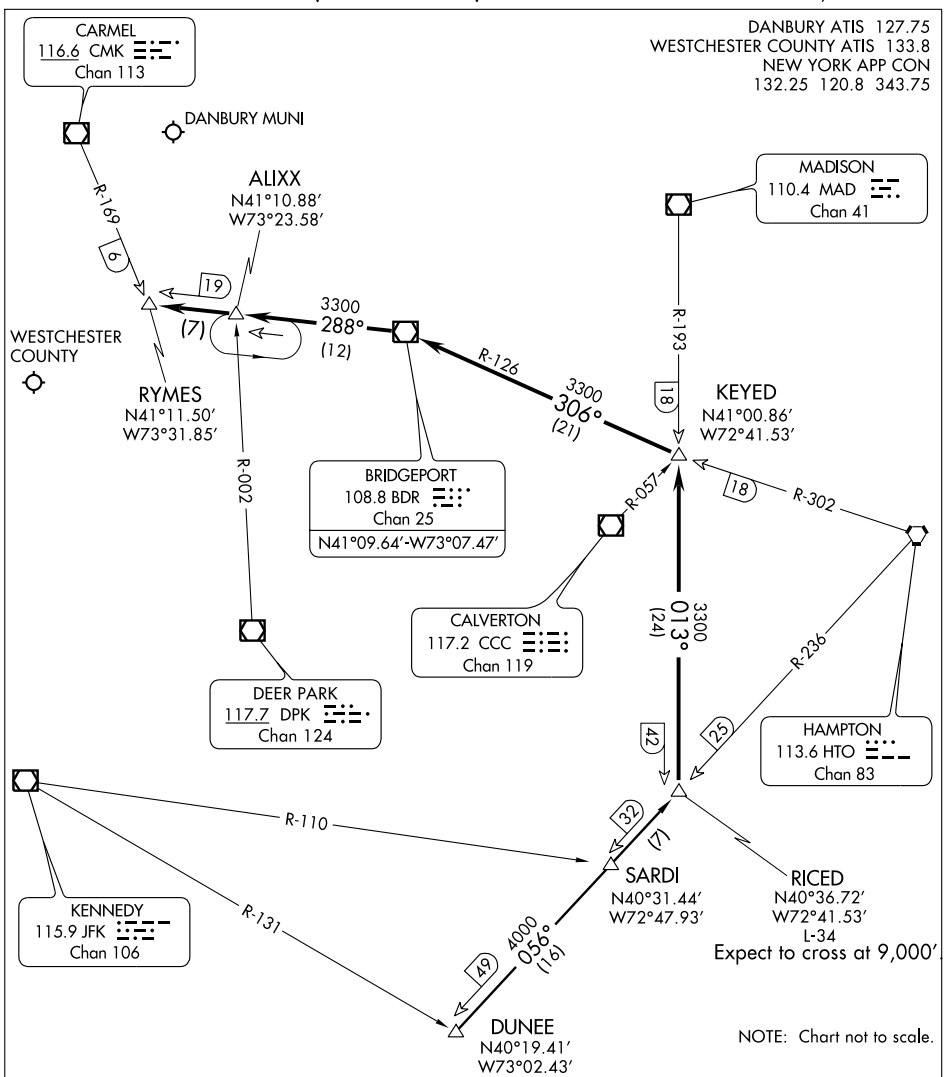
. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

RICED FOUR ARRIVAL (RICED.RICED4)

WHITE PLAINS, NEW YORK



ARRIVAL ROUTE DESCRIPTION

DUNEE TRANSITION (DUNEE.RICED4): From over DUNEE INT via HTO R-236 to RICED INT, thence. . .

. . . . From over RICED INT via MAD R-193 to intercept BDR R-126 to BDR VOR/DME then via BDR R-288 to RYMES INT. Expect radar vectors to final approach course.

| | | |
|--|------------------------|---|
| WAAS CH 69519 W16A | APP CRS 162° | Rwy Idg 6548 TDZE 439 Apt Elev 439 |
|--|------------------------|---|

RNAV (GPS) Y RWY 16

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

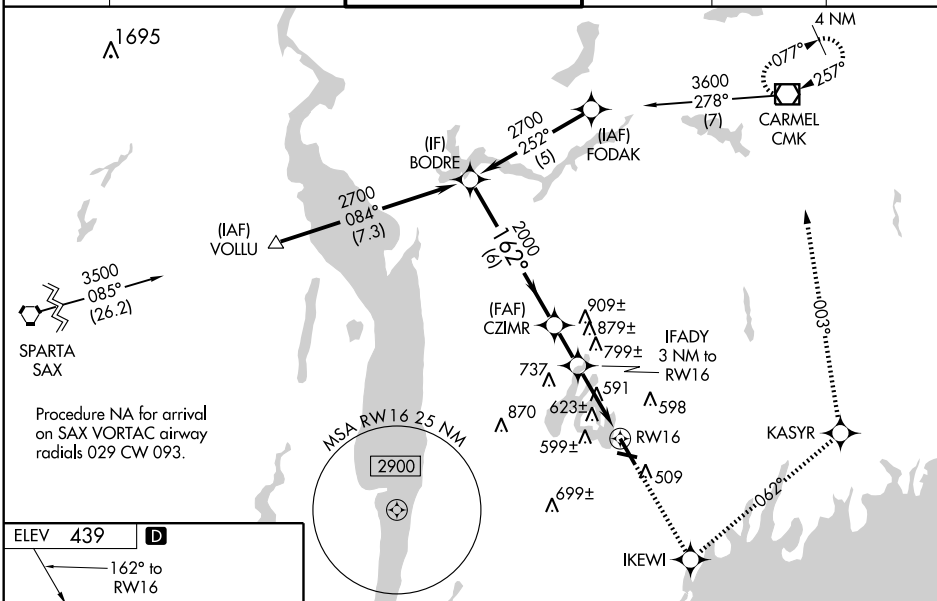
T Circling to Rwy 11, 29 and 34 NA at night. Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. YDP and Baro-VNAV NA when using La Guardia altimeter setting. For inoperative MALSR when using La Guardia altimeter setting, increase LPV all Cats visibility ½ mile and LNAV visibility Cat A ¼ mile. When local altimeter setting not received, use La Guardia altimeter setting and increase LPV DA all Cats to 792, LNAV/VNAV DA all Cats to 1081, and all MDA 120 feet; increase LNAV/VNAV all Cats visibility ¾ mile, LNAV Cats C and D and Circling Cats C/D visibility ½ mile and Circling Cat B ¼ mile.

MALSR



MISSED APPROACH:
Climb to 2300 to IKEWI
and left turn on track
062° to KASYR and
on track 003° to CMK
VOR/DME and hold.

| | | | | | |
|---------------|--|--|--------------------|--------------------|------------------|
| ATIS 133.8 | NEW YORK APP CON 126.4 120.8 257.65 | WESTCHESTER TOWER ★ 118.575 (CTAF) 0 284.65 | GND CON 121.825 | CLNC DEL 127.25 | UNICOM 122.95 |
|---------------|--|--|--------------------|--------------------|------------------|



ELEV 439

D

162° to RW16

491 Δ

TDZE 439

Δ 447 =

Δ 488

450 ☆

60 X 1,800

451 X 1,500

■ 525

451 Δ

20'

568 Δ

471 Δ

423 Δ

482 Δ

REIL Rwy 11 and 34

HIRL Rwy 16-34

MIRL Rwy 11-29

TDZ/CL Rwy 16

| | | | | |
|-------------------|---------|--------------|-------------------------|-------------------------|
| Procedure | | | | |
| CATEGORY | A | B | C | D |
| LPV DA | | 689/40 | 250 (300-34) | |
| LNNAV/ VNAV DA | | 978-1½ | 539 (600-1½) | |
| LNNAV MDA | 1060/40 | 621 (700-34) | 1060/60 621 (700-1¼) | 1060-1½ 621 (700-1½) |
| CIRCLING | 1060-1 | 621 (700-1) | 1060-1¾ 621 (700-1¾) | 1060-2 621 (700-2) |

WHITE PLAINS, NEW YORK

Amdt 1 23SEP10

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

41°04'N-73°42'W

RNAV (GPS) Y RWY 16

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 99410 W34A | APP CRS 342° | Rwy Idg TDZE Apt Elev | 6548 402 439 |
|--|------------------------|-----------------------------|---|

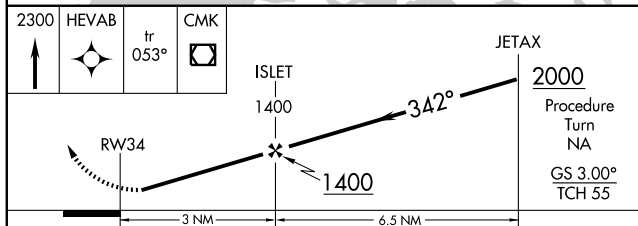
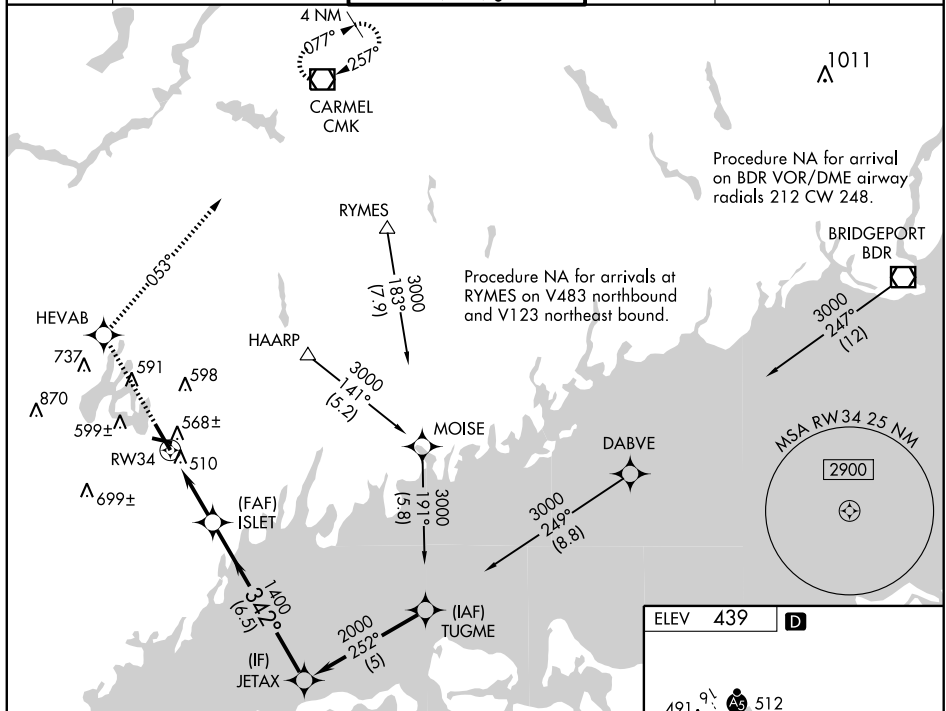
RNAV (GPS) Y RWY 34

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

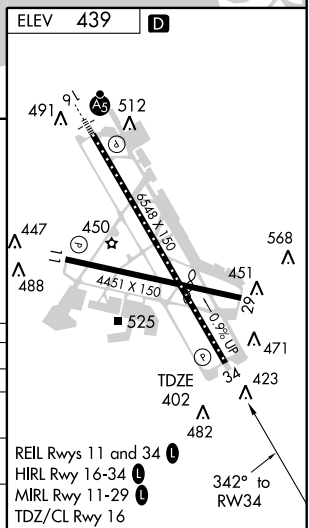
⚠ Circling to Rwy 11, 29 and 34 NA at night. Baro-VNAV NA when using La Guardia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use La Guardia altimeter setting and increase LPV DA all Cats to 827, LNAV/VNAV DA all Cats to 884 and all MDA 120 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C ½ mile and Cat D ½ mile, Circling Cats C and D ¼ mile.

MISSED APPROACH:
Climb to 2300 direct HEVAB and on track 053° to CMK VOR/DME and hold.

| | | | | | |
|----------------------|---|---|---------------------------|---------------------------|-------------------------|
| ATIS 133.8 | NEW YORK APP CON 126.4 120.8 257.65 | WESTCHESTER TOWER ★ 118.575 (CTAF) 0 284.65 | GND CON 121.825 | CLNC DEL 127.25 | UNICOM 122.95 |
|----------------------|---|---|---------------------------|---------------------------|-------------------------|



| CATEGORY | A | B | C | D |
|--------------|--------|-------------|------------------------|-----------------------|
| LPV DA | | 724/60 | 322 (300-1¼) | |
| LNAV/VNAV DA | | 781-1½ | 379 (400-1½) | |
| LNAV MDA | 820/50 | 418 (400-1) | 820/60 | 418 (400-1¼) |
| CIRCLING | 980-1 | 541 (600-1) | 980-1½ 541 (600-1½) | 1000-2 561 (600-2) |



| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 6548 |
| 162° | TDZE | 439 |
| | Apt Elev | 439 |

RNAV (RNP) Z RWY 16

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

▼ GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 48°C (118°F). For inoperative MALS increase RNP 0.15 all Cats visibility to RVR 5000, and RNP 0.30 all Cats visibility to 1¼. RF Required.

MALS



MISSED APPROACH: Climb to 3000 on track 162° to JIRUN, left turn to KIYBE, then track 352° to CMK VOR/DME and hold.

ATIS

133.8

NEW YORK APP CON

126.4 120.8 257.65

WESTCHESTER TOWER ★

118.575 (CTAF) 0 284.65

GND CON

121.825

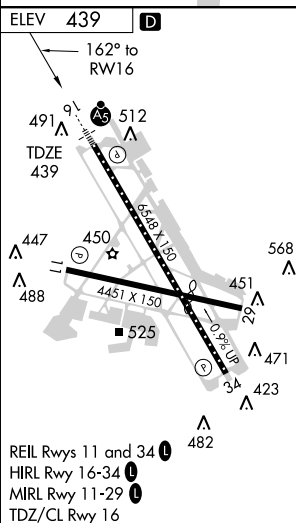
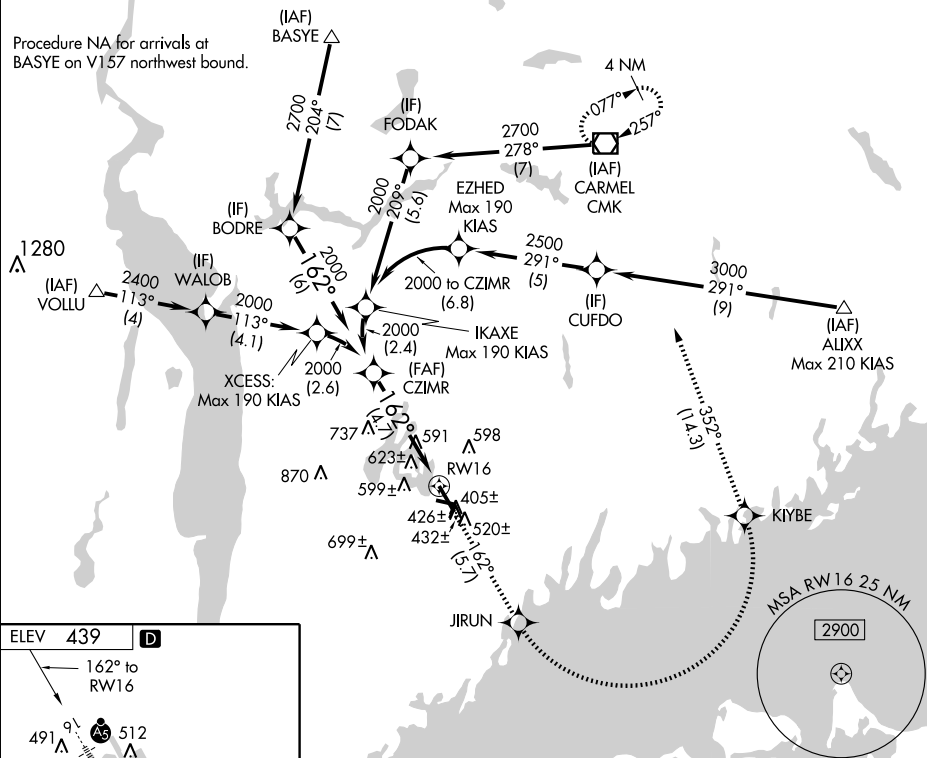
CLNC DEL

127.25

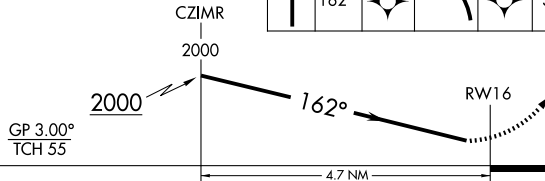
UNICOM

122.95

Procedure NA for arrivals at BASYE on V157 northwest bound.



See planview for multiple IF locations.



| CATEGORY | A | B | C | D |
|-------------|---|--------|--------------|---|
| RNP 0.15 DA | | 733/40 | 294 (300-¾) | |
| RNP 0.30 DA | | 948/60 | 509 (600-1¼) | |

**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**

WHITE PLAINS, NEW YORK

Orig 23SEP10

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

41°04'N-73°42'W

RNAV (RNP) Z RWY 16

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

APP CRS **342°**
Rwy Idg **6548**
TDZE **402**
Apt Elev **439**

RNAV (RNP) Z RWY 34

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

T GPS Required.
RF Required.
For uncompensated Baro-VNAV systems, procedure NA below
-14°C (7°F) or above 47°C (116°F).

MISSED APPROACH: Climb to 3000 on track 342° to HEVAB, right turn to FOXEK then on track 082° to CMK VOR/DME and hold.

ATIS
133.8

NEW YORK APP CON
126.4 120.8 257.65

WESTCHESTER TOWER ★
118.575 (CTAF) 0 284.65

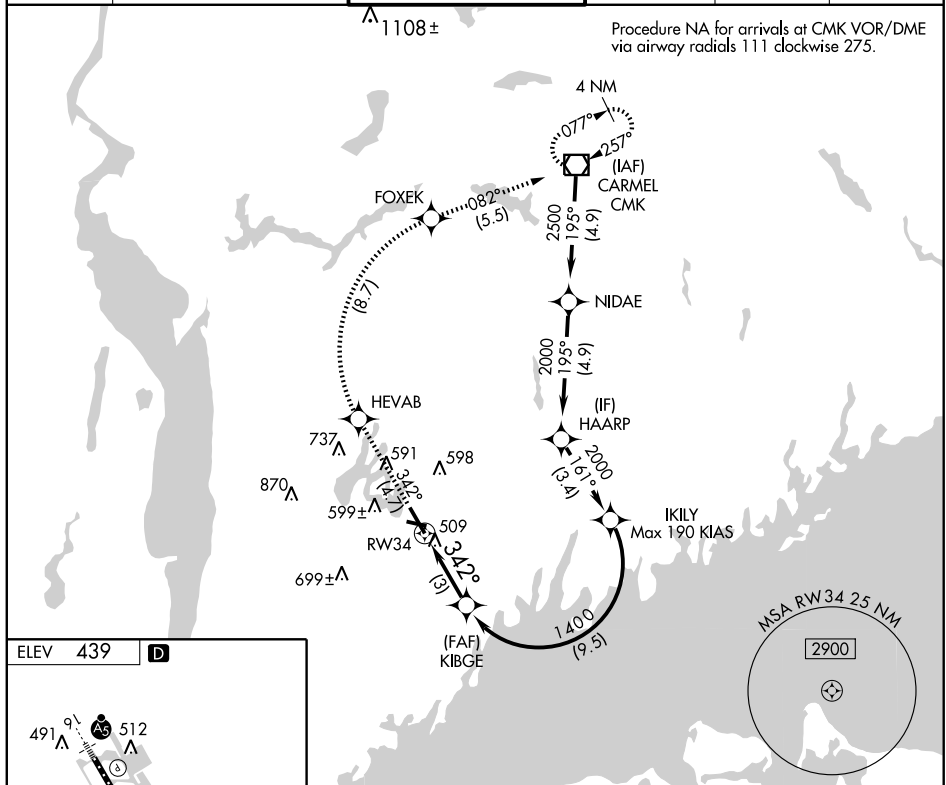
GND CON
121.825

CLNC DEL
127.25

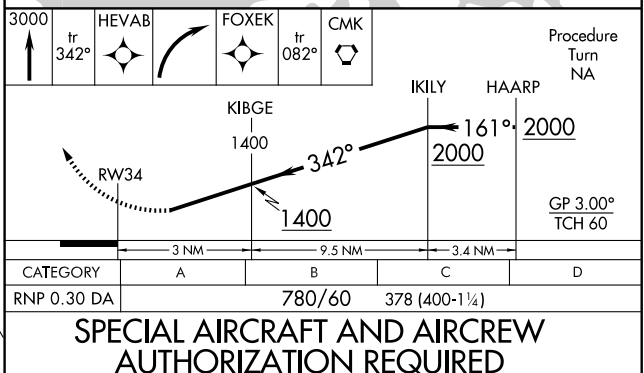
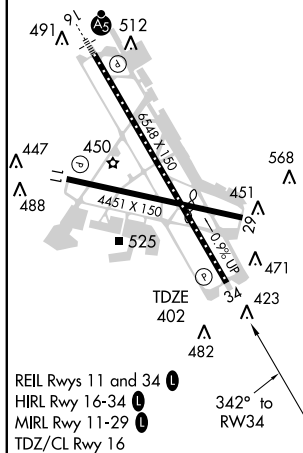
UNICOM
122.95

△ 1108±

Procedure NA for arrivals at CMK VOR/DME via airway radials 111 clockwise 275.



ELEV 439 **D**



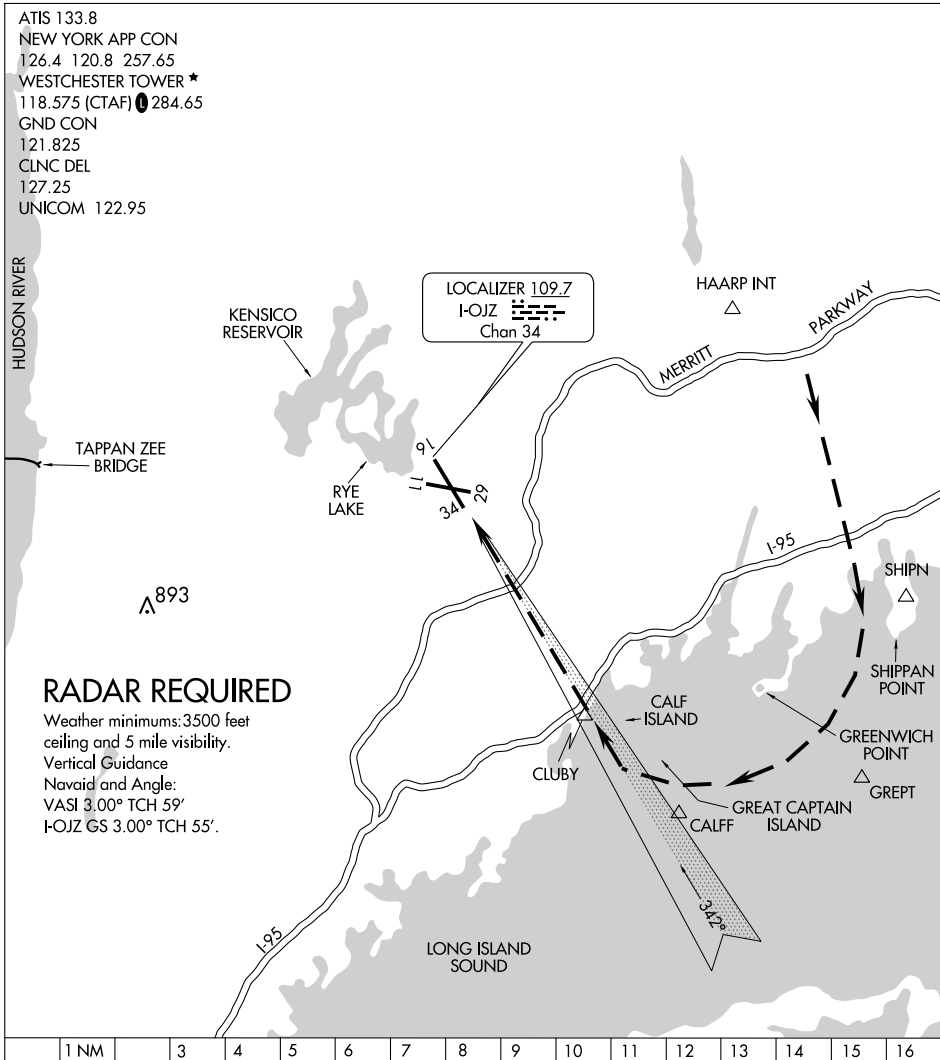
SOUND VISUAL RWY 34

AL-651 (FAA)

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)
WHITE PLAINS, NEW YORK

ATIS 133.8
NEW YORK APP CON
126.4 120.8 257.65
WESTCHESTER TOWER ★
118.575 (CTAF) 284.65
GND CON
121.825
CLNC DEL
127.25
UNICOM 122.95

NE-2, 23 SEP 2010 to 21 OCT 2010



NE-2, 23 SEP 2010 to 21 OCT 2010

SOUND VISUAL RWY 34

When cleared for a Sound Approach to RWY 34, maintain 3000 feet until south of the shoreline on base leg (2000 feet when authorized by ATC).

Fly depicted track to remain offshore of Greenwich Point.

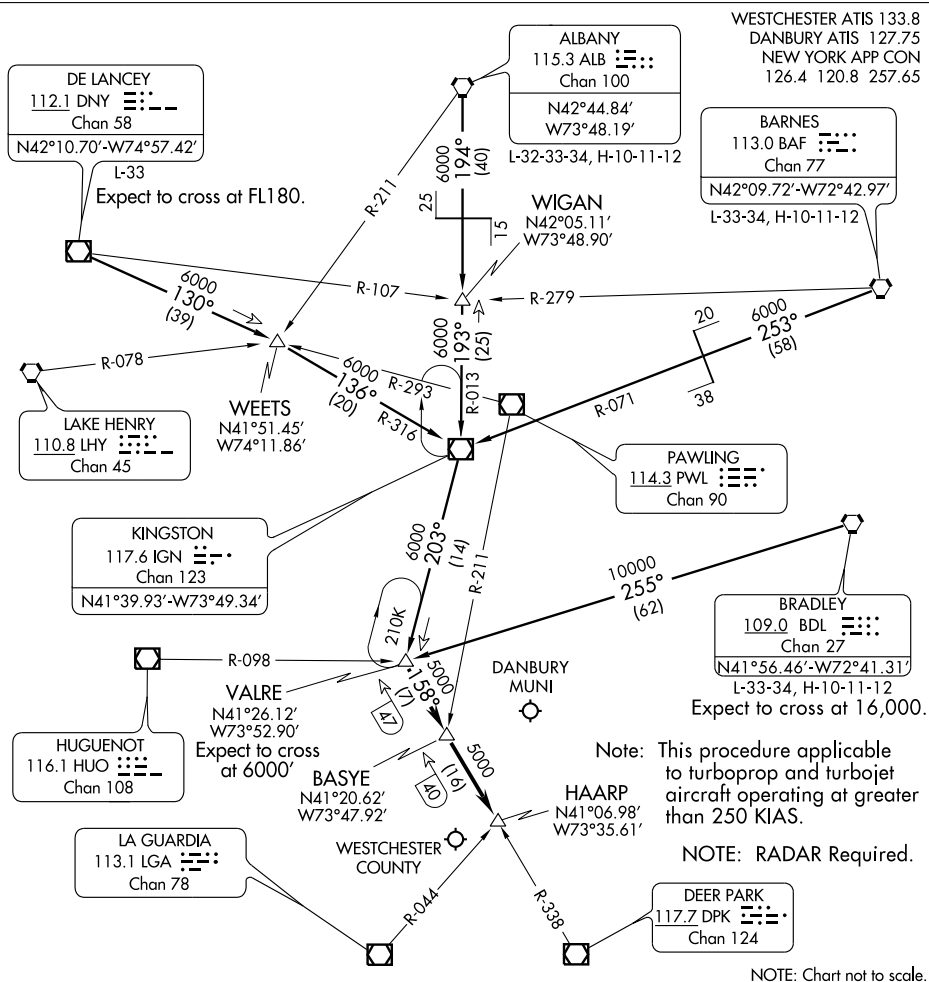
SOUND VISUAL RWY 34

41°04'N-73°43'W

WHITE PLAINS, NEW YORK
WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

VALRE THREE ARRIVAL

WHITE PLAINS, NEW YORK



ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.VALRE3): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . .

BARNES TRANSITION (BAF.VALRE3): From over BAF VORTAC via BAF R-253 and IGN R-071 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . .

BRADLEY TRANSITION (BDL.VALRE3): From over BDL VORTAC via BDL R-255 to VALRE INT. Thence. . .

DE LANCEY TRANSITION (DNY.VALRE3): From over DNY VOR/DME via DNY R-130 to WEETS INT, then via IGN R-316 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . .

. . . From over VALRE INT via DPK VOR/DME R-338 to HAARP INT. Expect radar vectors to final approach course.

| | | | |
|--|------------------------|--|------------|
| VOR/DME CMK 116.6 Chan 113 | APP CRS 217° | Rwy ldg TDZE Apt Elev 439 | N/A N/A |
|--|------------------------|--|------------|

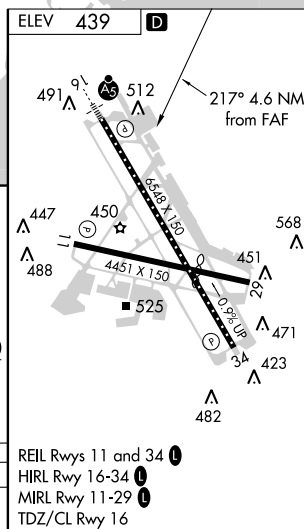
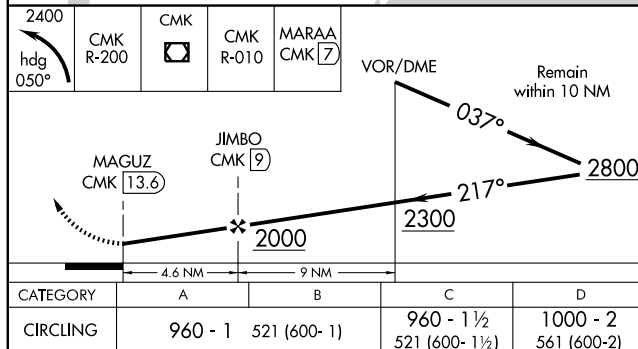
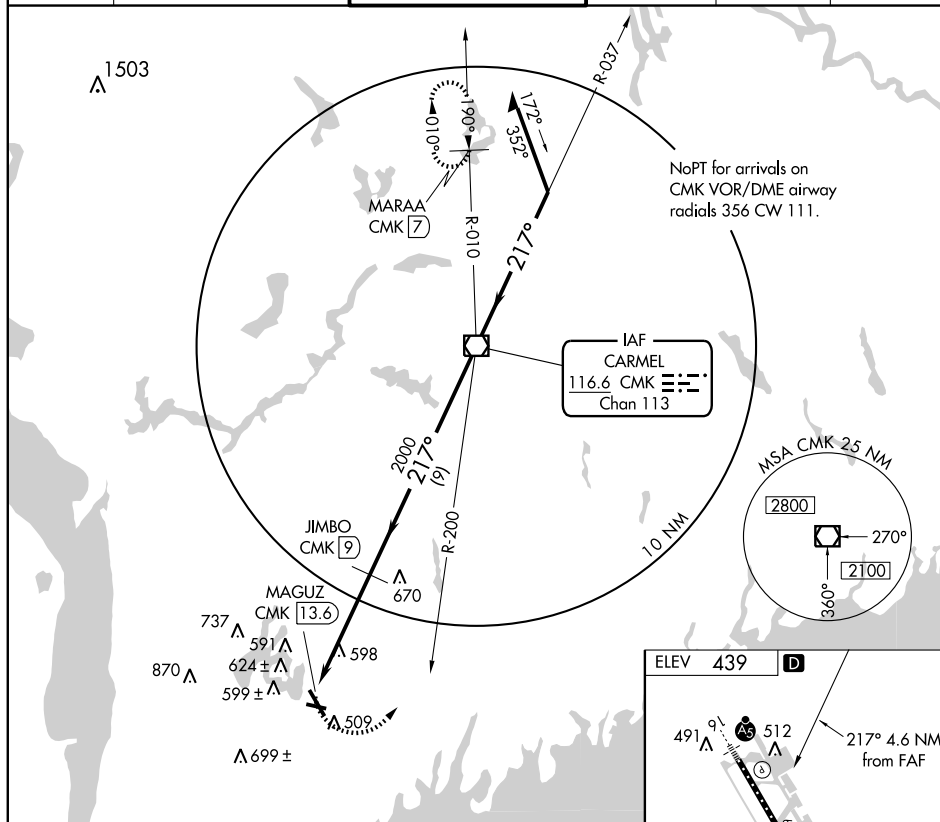
VOR/DME-A

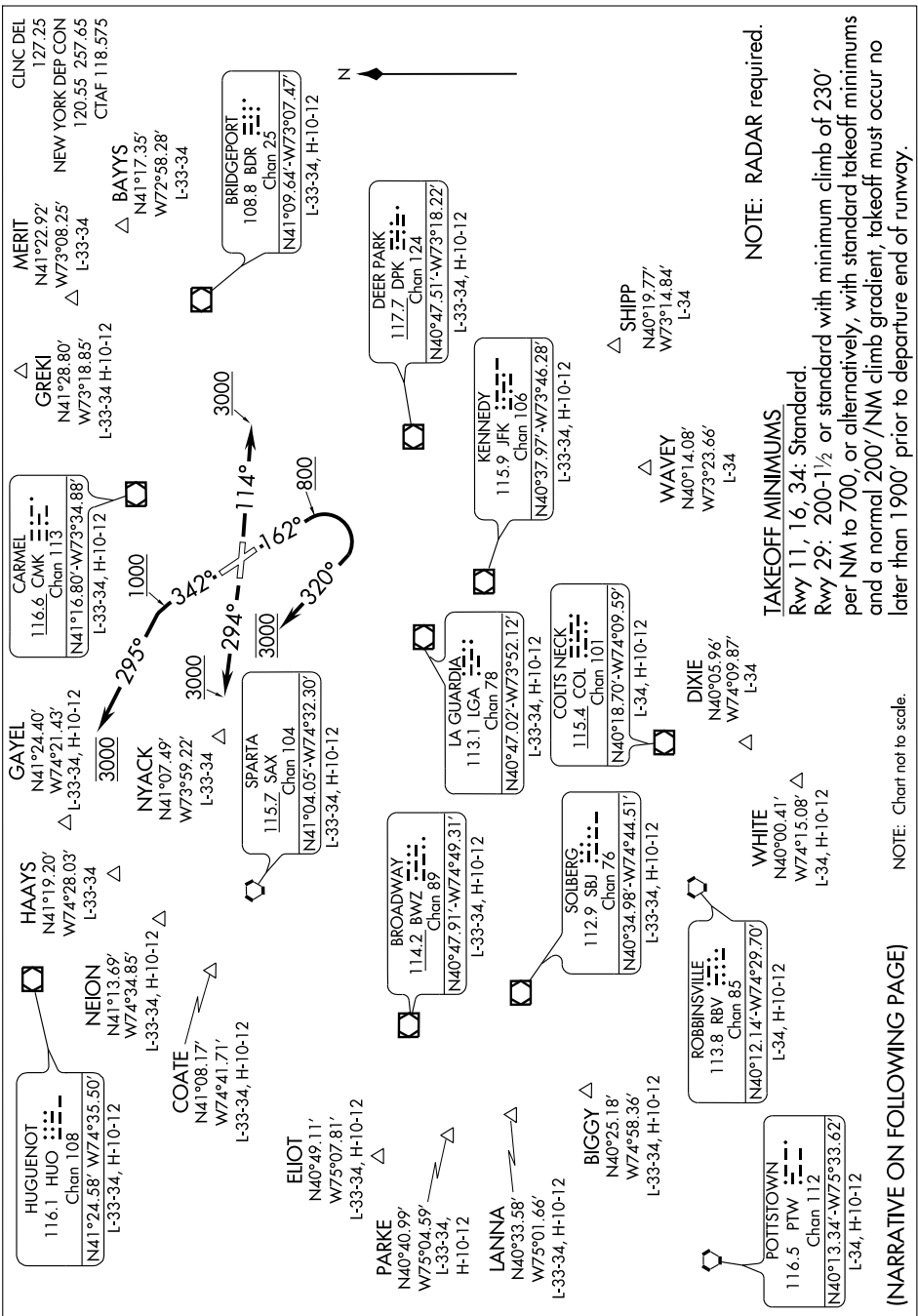
WHITE PLAINS/ WESTCHESTER COUNTY (HPN)



MISSED APPROACH: Climbing left turn to 2400 via heading 050° and CMK R-200 to CMK VOR/DME, then via CMK R-010 to MARAA CMK 7 DME and hold.

| | | | | | |
|----------------------|---|--|---------------------------|---------------------------|-------------------------|
| ATIS 133.8 | NEW YORK APP CON 126.4 120.8 257.65 | WESTCHESTER TOWER ★ 118.575 (CTAF) 284.65 | GND CON 121.825 | CLNC DEL 127.25 | UNICOM 122.95 |
|----------------------|---|--|---------------------------|---------------------------|-------------------------|





WESTCHESTER TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb heading 114° to 3000 feet. Thence....

TAKE-OFF RUNWAY 29: Climb heading 294° to 3000 feet. Thence....

*TAKE-OFF RUNWAY 16: Climb heading 162° to 800 feet then turn right heading 320°, maintain 3000 feet. Thence....

TAKE-OFF RUNWAY 34: Climb heading 342° to 1000 feet then turn left heading 295°, maintain 3000 feet. Thence....

.... via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

* NOTE: Do not exceed 190 KIAS until established on heading 320°. Advise clearance delivery if unable to comply.

NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.

NOTE: BIGGY departures expect vectors to SBJ/SBJ R-237.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.

NOTE: DIXIE departures expect vectors to COL/COL R-192.

NOTE: ELIOT departures expect vectors to SAX R-252.

NOTE: GAYEL departures expect vectors to DPK R-320.

NOTE: GREKI departures expect vectors to CMK R-057.

NOTE: HAAYS departures expect vectors to HUO R-145.

NOTE: LANNA departures expect vectors to PTW R-059.

NOTE: MERIT departures expect vectors to LGA R-055.

NOTE: NEION departures expect vectors to LGA R-322.

NOTE: PARKE departures expect vectors to BWZ/BWZ R-250.

NOTE: SHIPP departures expect vectors to JFK/JFK R-139.

NOTE: WAVEY departures expect vectors to JFK/JFK R-156.

NOTE: WHITE departures expect vectors to COL VOR/DME or COL R-204.

TAKEOFF OBSTACLES:

Rwy 11: Trees beginning 170' from DER, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from DER, 248' left of centerline, 0 AGL/392' MSL'.

Rwy 16: Windsock 167' from DER, 282' right of centerline, 187' left of centerline, up to 101' AGL/510' MSL. Trees beginning 1005' from DER, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from DER, 604' left of centerline, up to 105' AGL/510' MSL. Terrain 273' from DER, 515' left of centerline, 0' AGL/387' MSL.

Rwy 34: Windsock 167' from DER, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from DER, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from DER, 751' right of centerline, up to 104' AGL/504' MSL. OL on DME 605' from DER, 263' right of centerline, 20' AGL/454' MSL.

Rwy 29: Trees beginning 6' from DER, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from DER, 228' left of centerline, up to 108' AGL/488' MSL. Tank 1.19 NM DER, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from DER, 485' right of centerline, 23' AGL/417' MSL.

WILLIAMSON-SODUS (SDC) 3 W UTC-5(-4DT) N43°14.08' W77°07.17'

424 B S4 FUEL 100LL TPA-1100(675) NOTAM FILE BUF

RWY 10-28: H3801X60 (ASPH) S-12 MIRL

RWY 10: PAPI(P2L)—GA 3.0° TCH 20'. Tree.

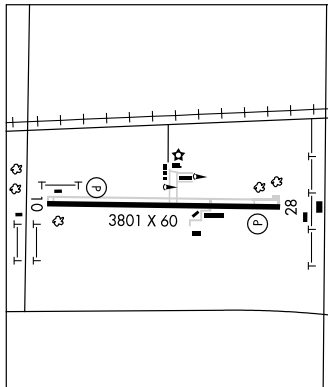
RWY 28: PAPI(P2L)—GA 3.0° TCH 20'. Pole.

AIRPORT REMARKS: Attended Mon-Fri 1330-2200Z \pm . Credit card fuel avbl 24 hrs. Geese and deer on and invof arpt. ACTIVATE MIRL Rwy 10-28—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.2 (315) 483-6171.**COMMUNICATIONS:** CTAF/UNICOM 122.8® **ROCHESTER APP/DEP CON** 119.55**RADIO AIDS TO NAVIGATION:** NOTAM FILE ROC.

ROCHESTER (L) VOR/DME 110.0 ROC Chan 37 N43°07.08'
W77°40.37' 086° 25.3 NM to fld. 549/12W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services
1-888-766-8267.



DETROIT

L-31E, 32F

IAP

WURTSBORO-SULLIVAN CO (N82) 2 NE UTC-5(-4DT) N41°35.83' W74°27.50'

560 NOTAM FILE ISP

RWY 05-23: H3592X60 (ASPH) S-30 0.3% up SW

RWY 05: Thld dsplcd 233'. Pole. RWY 23: Brush.

RWY 14-32: 2101X120 (TURF) 0.6% up NW

RWY 14: Ridge. RWY 32: Trees.

RWY 18-36: 1250X150 (TURF) 0.3% up N

RWY 18: Ridge. RWY 36: Trees.

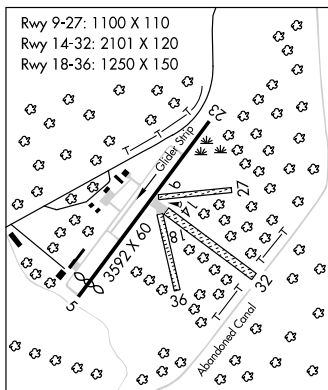
RWY 09-27: 1100X110 (TURF) 0.7% up W

RWY 09: Tree. RWY 27: Trees.

AIRPORT REMARKS: Attended 1400-2200Z \pm . Winter months attended till dusk. Extensive glider activity. Tower elev 1690' MSL 250' AGL. Located 9000' NE thld app Rwy 23. Deer on and in vicinity of arpt. +86' tree 120' out and 150' right of Rwy 23 centerline.

COMMUNICATIONS: CTAF/UNICOM 122.8® **NEW YORK APP/DEP CON** 132.75**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.

KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93'
W73°49.33' 274° 28.9 NM to fld. 580/12W. HIWAS.



NEW YORK

L-33A, 34H

IAP

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 90507 W10A | APP CRS 100° | Rwy Idg TDZE Apt Elev | 3801 424 424 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 10 WILLIAMSON-SODUS (SDC)

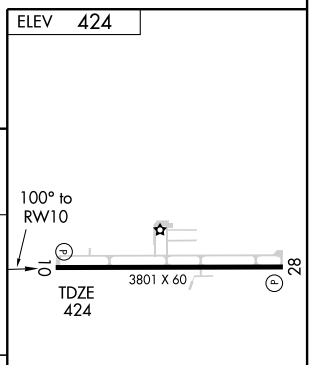
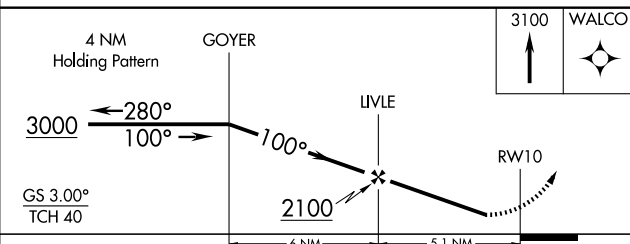
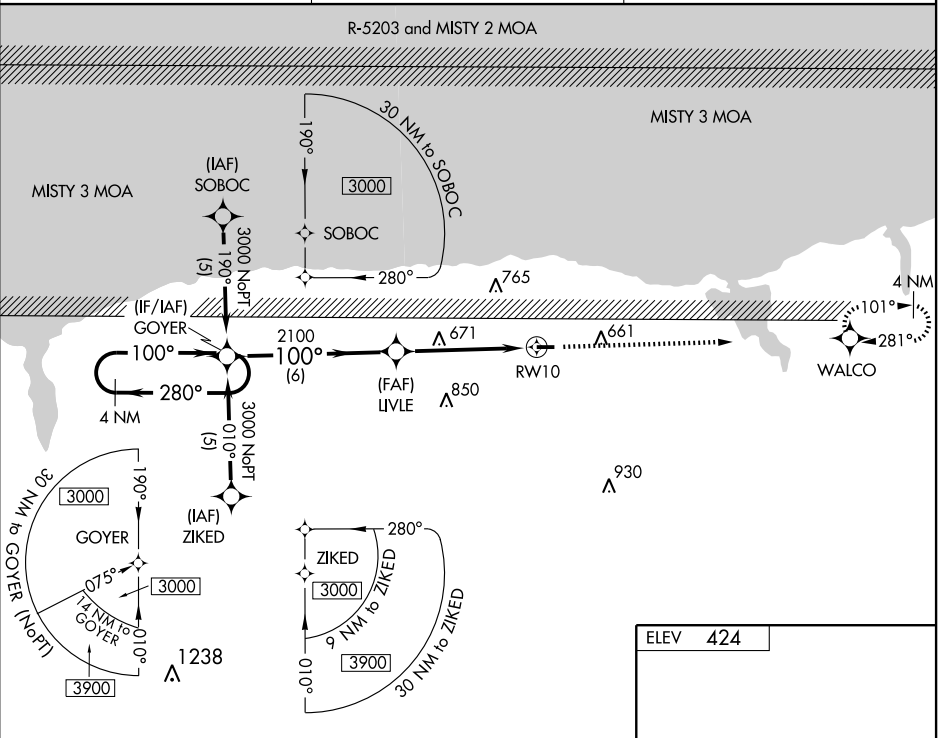
▼
▲ NA DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 77 feet and all MDA 80 feet, LPV all Cats visibility ¼ mile, and circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3100 direct WALCO and hold.

AWOS-3
124.2

ROCHESTER APP CON
119.55 269.6

UNICOM
122.8 (CTAF) 0



| CATEGORY | A | B | C | D |
|----------|------------------------|------------------------|---------------------------|----|
| LPV DA | 760 - 1¼ 336 (400-1¼) | | | NA |
| LNAV MDA | 940 - 1 | 516 (600-1) | 940 - 1½ 516 (600-1½) | NA |
| CIRCLING | 940 - 1 516 (600-1) | 960 - 1 536 (600-1) | 1020 - 1½ 596 (600-1½) | NA |

MIRL Rwy 10-28 0

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 78416 W28A | APP CRS 280° | Rwy Idg TDZE Apt Elev | 3801 422 424 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 28 WILLIAMSON-SODUS (SDC)

NA Baro-VNAV NA when using Rochester altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase LPV DA 148 feet, LNAV/VNAV DA 77 feet, all MDA 80 feet, LPV all Cats visibility ½ mile, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct GOYER and hold.

AWOS-3
124.2

ROCHESTER APP CON
119.55 269.6

UNICOM
122.8 (CTAF) 0

R-5203 and MISTY 2 MOA

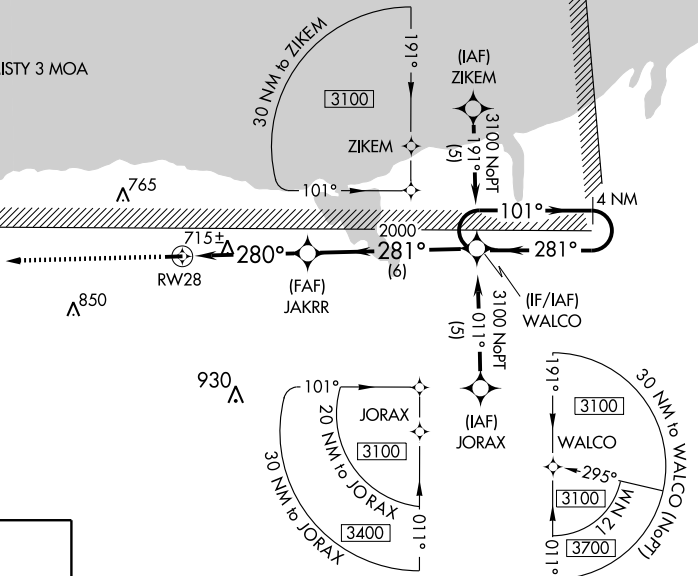
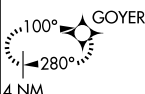
R-5203

MISTY 3 MOA

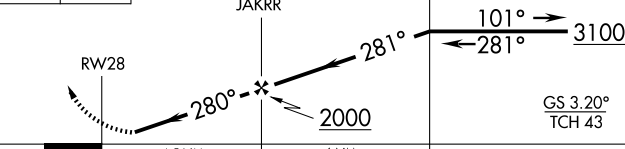
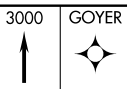
765

850

930



ELEV **424**



| CATEGORY | A | B | C | D |
|--------------|--------|-------------|-------------------------|----|
| LPV DA | 706-1 | 284 (300-1) | | NA |
| LNAV/VNAV DA | 1048-2 | 626 (700-2) | | NA |
| LNAV MDA | 980-1 | 558 (600-1) | 980-1½ 558 (600-1½) | NA |
| CIRCLING | 1000-1 | 576 (600-1) | 1020-1½ 596 (600-1½) | NA |

MIRL Rwy 10-28 **0**

WILLIAMSON/SODUS, NEW YORK

Amdt 2 03JUN10

43°14'N - 77°07'W

WILLIAMSON-SODUS (SDC)
RNAV (GPS) RWY 28

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

WILLIAMSON-SODUS (SDC) 3 W UTC-5(-4DT) N43°14.08' W77°07.17'

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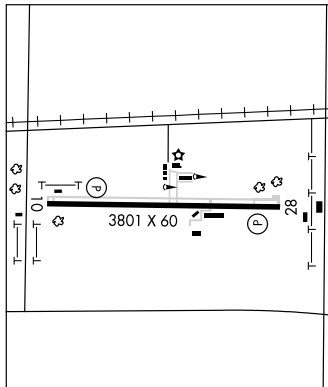
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AIRPORT REMARKS: Attended Mon-Fri 1330-2200Z†. Credit card fuel avbl 24 hrs. Geese and deer on and invof arpt. ACTIVATE MIRL Rwy 10-28—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.2 (315) 483-6171.**COMMUNICATIONS:** CTAF/UNICOM 122.8® **ROCHESTER APP/DEP CON** 119.55**RADIO AIDS TO NAVIGATION:** NOTAM FILE ROC.

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**WURTSBORO-SULLIVAN CO** (N82) 2 NE UTC-5(-4DT) N41°35.83' W74°27.50'

560 NOTAM FILE ISP

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RWY 14: Ridge. RWY 32: Trees.

RWY 18-36: 1250X150 (TURF) 0.3% up N

RWY 18: Ridge. RWY 36: Trees.

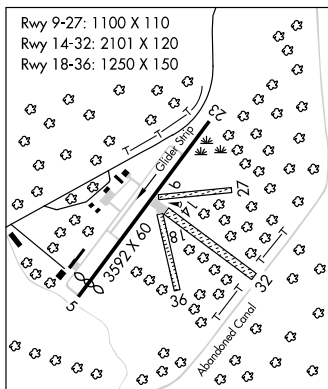
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RWY 09: Tree. RWY 27: Trees.

AIRPORT REMARKS: Attended 1400-2200Z†. Winter months attended till dusk. Extensive glider activity. Tower elev 1690' MSL 250' AGL. Located 9000' NE thld app Rwy 23. Deer on and in vicinity of arpt. +86' tree 120' out and 150' right of Rwy 23 centerline.

COMMUNICATIONS: CTAF/UNICOM 122.8® **NEW YORK APP/DEP CON** 132.75**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.

KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93'
W73°49.33' 274° 28.9 NM to fld. 580/12W. HIWAS.



NEW YORK

L-33A, 34H

IAP

| | | | |
|-------------------------|---------|----------|------|
| VOR/DME H ^{UO} | APP CRS | Rwy Idg | 3359 |
| 116.1 | 039° | TDZE | 550 |
| Chan 108 | | Apt Elev | 560 |

VOR/DME or GPS RWY 5

WURTSBORO-SULLIVAN COUNTY (N82)

▼ Obtain local altimeter setting on CTAF, when not received, procedure not authorized.
 ▲ NA Procedure not authorized at night.

MISSED APPROACH: Climb to 2300 then climbing left turn to 3500 direct H^{UO} VOR/DME and hold.

NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF)

